MOTOAMERICA AMA ROAD RACING CHAMPIONSHIP

2026 REGULATIONS

MINI CUP

AMA AMERICAN MOTORCYCLIST ASSOCIATION

MOTOAMERICA

MINI CUP REGULATIONS

These rules are mandatory for the MotoAmerica AMA Mini Cup Championship and may be used as a guideline for all MotoAmerica approved regional races. Riders participating in at least one approved regional race will be granted 10 bonus points that will be added to the points accumulated during the national Final weekend which will determine the National Champions. The maximum points that will be added to the Championship final is 10 points.

For Circuit Standards, Medical Code, Anti-Doping Code, Environmental Code and General Technical Rules see 2026 MotoAmerica Regulations.

GENERAL UNDERTAKINGS AND CONDITIONS

All riders, team personnel, officials, promoters/organizers and all the persons involved in any capacity whatsoever participating in the AMA MotoAmerica Championship Final (hereinafter collectively referred to “Championship”) undertake, on behalf of themselves, their employees, and agents, to observe all the provisions of:

1.0 SPORTING REGULATIONS

2.0 TECHNICAL REGULATIONS

3.0 GP 110, 160 AND 190 TECHNICAL REGULATIONS

4.0 STOCK 50 and 110 TECHNICAL REGULATIONS

5.0 PROTECTIVE CLOTHING AND HELMETS

6.0 DISCIPLINARY REGULATIONS

These Regulations, Codes and Standards may be supplemented and amended from time to time (hereinafter collectively referred to as the "Regulations").

All the persons mentioned above may be penalized in accordance with the provisions of the Regulations.

It is the responsibility of the team to ensure that all persons concerned with its entry observe all the requirements of the Regulations. The responsibility of the rider or any other person having charge of an entered motorcycle during any part of the event with respect to observance of the regulations is joint and several with that of the team.

All persons concerned in any way with an entered motorcycle or present in any capacity whatsoever in the paddock, pits, pit lane or track, must display an appropriate pass at all times during the event.

2026 EDITION – **Version 7-28-2026**

Articles amended after 1-18-2026 are in red type

1.0 SPORTING REGULATIONS

1.1 INTRODUCTION

The MotoAmerica AMA Road Race Series will organize a MotoAmerica AMA Mini Cup Championship. There will be Regional Mini Cup races that will serve as races that will provide qualifying points for the Championship.

1.2 THE PADDOCK

a. The Paddock, pit boxes and all other facilities should be available to teams at least on the day prior to a race. This is subject to the MotoAmerica event schedule as notified in the Team Handbook.

b. Access should be available for teams arriving to set up between the hours of 8:00 a.m. and 8:30 p.m. This is subject to the MotoAmerica event schedule.

c. At all times that the Paddock is occupied there must be 24-hour attendance at the gates providing vehicular access to the circuit and paddock.

d. When the paddock is occupied, there must be an adequate medical and fire-fighting service available to all riders, teams, manufacturers, sponsors, service companies, officials, AMA, MotoAmerica, etc. At minimum medical and fire services must be available from 8:00 a.m. to 6:00 p.m. on the day prior to the "move-in" day, and from one (1) hour before on-track activity begins and two (2) hours after on-track activity ceases.

e. Full security must be supplied to the paddock area from at least 12:00 a.m. of the day prior to the event until 11:59 p.m. of the last day of the event.

1.3 OFFICIALS

a. All the following officials must be present and available at the time necessary to ensure smooth and efficient running of the event.

b. All communications between the individual event officials must be made via the relevant permanent officials.

1.3.1 Permanent Officials

All permanent officials shall be appointed for the Championship by the Permanent Bureau.

The following officials will be appointed to perform supervisory and executive roles. Except in cases of illness or force majeure, these officials are expected to be present at each event.

a. Race Director

The Race Director is responsible for:

- Ensuring proper observance of the regulations.
- Communications between the Event Management Committee and the FIM North America Stewards.
- The control of practices, qualifying and races, adherence to the timetable and, if deemed necessary, the making of any proposal to the Race Direction to modify the timetable in accordance with the Sporting Regulations
- The stopping of practice or the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensures that the correct restart procedure is carried out.
- All versions of the starting procedures.

- Directing the use of medical cars/fast intervention vehicles.

b. Immediate approval and signature with time of provisional results (practices, qualifying, warm-ups, starting grids and races) and presentation of reports to the Event Management Committee.

c. The MotoAmerica Mini Cup Rider Representative is a member of the Race Direction and is responsible for the timetable and, if deemed necessary, the making of any proposal to the Race Direction to modify the timetable in accordance with the Sporting Regulations.

- Assisting riders with interpreting and clarifying sporting and technical regulations
- Accepting rider input regarding safety issues
- Accepting, evaluating, and making recommendations regarding rider concerns and requested exceptions.
- Coordinating with the MotoAmerica CMO regarding rider fit/unfit status.

d. Technical Delegate

The Technical Delegate is responsible for:

- Ensuring that technical regulations are correctly enforced.
- Supervising/scrutineering protests of a technical nature

1.3.2 Individual event officials appointed by AMA.

All individual event officials shall be appointed for each event.

a. AMA Safety Officer

1. The Safety Officer is appointed in coordination with MotoAmerica and is a member of the Race Direction, serving as a permanent official. The Safety Officer is responsible for:
   - Ensuring that the circuit is suitably prepared for and maintained during the event.
   - Ensure that all legal requirements applicable for the running of the event have been successfully completed.
   - Ensuring that all officials and services are in place. The stationing of all track personnel and equipment (i.e. marshals, fire-fighting services, medical services, recovery and intervention vehicles, flags, etc.) alongside the circuit no later than 30 minutes prior to all on track activity.
2. The Race Director and the Safety Officer will make the final inspection of the circuit to ensure that regulations are being followed 30 minutes prior to the beginning of the day's first practice sessions and/or warm-up.

1.4 MOTOAMERICA RACE DIRECTION

a. The Race Direction will comprise the following persons:

- The Race Director (who will chair the meetings)
- The AMA Safety Officer
- The MotoAmerica Rider Representative

b. The quorum for a meeting of the Race Direction is two (2) people.

c. Each member has one vote, and decisions are based on a simple majority.

d. The Race Direction will meet at any time required during the event.

e. The duties of the Race Direction are:

- To make decisions as provided in the regulations.
- Race Direction may make changes in the conduct and/or format of a race and/or a practice session based on safety considerations and provided that such a decision is necessary to resolve a situation not foreseen in the regulations. In such exceptional cases, such a decision may prevail over specific provisions of the regulations.

Provided that it is necessary to resolve a situation not foreseen in the regulations, the Race Direction may issue pre-race instructions or clarifications and in specific cases even create pre-race regulations (e.g. to consider the local conditions at a particular circuit). However, such actions may only be taken within the limits set out by the regulations.

1.5 AMA APPEAL STEWARDS

a. There will be a panel of two (2) AMA Appeal Stewards (with FIM Sporting Stewards license).

b. The AMA Appeal Stewards have no executive role in the running of the events.

c. The AMA Appeal Stewards are responsible for:

- Adjudicating on any appeal against the decisions of the Race Direction.
- All decisions of the AMA Appeal Stewards must be communicated in writing to the Race Direction and all affected parties.

1.6 LICENSE REQUIREMENT AND ELIGIBLE COMPETITORS

a. United States riders must be in possession of a membership issued by the AMA.

6.6.1 Entries

a. The registration form and the entry fees are posted on the website:

1. www.motoamericaregistration.com
2. The withdrawal of entry from an event must be communicated to MotoAmerica no later than seven (7) days before the event takes place. The communication must be written and sent through e-mail to registration@motoamerica.com. Riders failing to communicate this circumstance may be penalized.
3. AMA and MotoAmerica have the right not to accept or to reject an entry.
   - A compulsory rider/entrant briefing will be held for all riders participating in the event.
   - Failure to attend the briefings in full may result in disqualification from the event or penalty.
   - A waiver can be granted to a rider by Race Direction.

b. A rider shall be deemed to have taken part in the event when the rider participates in at least one practice session.

c. A rider shall be deemed to have started a race when the rider participates in, at least, the first lap of the race.

1.7 STARTING NUMBERS

a. Each rider accepted for any class in the MotoAmerica AMA Championship Final event will be allocated a specific starting number that will be valid for the event.

1.8 SCHEDULE

The schedule for the event should be posted no later than 30 days prior to the event at www.motoamericaregistration.com.

1.9 TECHNICAL CONTROL AND MEDICAL CONTROL

a. All motorcycles should be checked by the technical stewards on the day preceding the event up to one (1) hour before the first practice session of the event according to the published schedule. At the discretion of the Technical Director, machines and protective clothing may be checked earlier than the schedule if the machines are ready.

b. Teams may present one (1) motorcycle per rider for all classes for technical control, which will be specially identified by the technical controllers.

c. Unless a waiver is granted by the Race Direction, teams who do not comply with the schedule for technical or any medical controls will not be allowed to take part in the event.

1.10 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

a. Instructions may be given by the Race Director to teams and/or riders by means of special circulars in accordance with the regulations. Circulars must be posted on the official notice board and available to each team representative. Circulars that are posted on the official notice board and/or delivered to the team representative will be deemed as proof of delivery.

b. All classifications and results of practice and the race, as well as all decisions issued by the officials, must be posted on the official notice board. Posting on the official notice board will be deemed as proof of delivery and official publication.

c. Any official communication from the Race Direction or the Permanent Officials to a team or rider must be communicated in writing, by time keeping displays or radio. Similarly, any communication from a team or rider to the Race Direction or the Permanent Officials must also be made in writing.

d. MotoAmerica Race Control communicates schedule, track, rider, and motorcycle status information on the frequency published in the supplementary regulations and/or timing screens throughout each race event. It is mandatory that each team possess either a radio or scanner to monitor MotoAmerica Race Control. Radios must not be capable of broadcasting on the control frequency.

1.9 FLAGS AND LIGHTS

Marshals and other officials display flags or lights to provide information and/or convey instructions to the riders.

1.9.1 Flags and lights used to provide information:

a. Green Flag

The track is clear. This flag must be waved at each flag marshal post for the first lap of each practice and warm-up session also during the sighting lap and warm-up lap of a race. The green flag must be shown waved at the flag marshal post immediately after an incident that necessitated the use of one or more yellow flags. When the pit-lane exit is open, the green flag must be waved at the pit-lane exit.

b. Yellow and Red Striped Flag

The adhesion on this section of the track could be affected by any reason other than rain. This flag must be shown waved at the flag marshal post.

c. White Flag with diagonal red cross (stroke width of the cross between 10 and 13 cm)

Indicates drops of rain on this section of the track. This flag must be waved at the flag marshal post.

d. Yellow and Red Striped Flag together with the White Flag with diagonal red cross

Indicates it is raining on this section of the track. This flag must be waved at the flag marshal post.

e. White Flag

Indicates the final lap of a race, waved at the finish line.

f. Checkered Black / White Flag

This flag will be waved at the finish line to indicate the finish of the race or practice session.

g. Checkered Black / White Flag and Blue Flag

The checkered black/white flag(s) will be waved together with the blue flag at the finish line when a rider(s) closely precedes the leader during the final lap before the finish line. These riders must complete their final lap and take the checkered flag to be considered a race finisher.

h. Green Light

If used, this light must be switched on at the pit lane exit to signal the start of each practice and warm up sessions, the start of the sighting lap(s) and the start of the warm-up lap.

1.9.2 Flags which convey information and instructions:

a. Yellow Flag

1. Waved at designated rows of the starting grid, this flag indicates that the start of the race is delayed.
2. A standing yellow flag at the flag marshal post indicates that there is a danger ahead beside the track. Riders must exercise caution; overtaking is forbidden up until the point where the green flag is waved.
3. A waving yellow flag at the flag marshal post indicates that there is a hazard wholly or partly blocking the track, or other high-risk situations.
4. For any yellow flag, riders must slow and proceed with caution during any session other than a race. Any Infringement of this rule will result in the cancellation of the lap time during which the infraction occurred.
5. For any yellow flag, during a race, overtaking is forbidden from the first yellow flag up until the point where the green flag is waved. In the event of any infringement of this rule the following will apply:

- If immediately after having overtaken, the rider realizes that he made an infraction, he must raise his hand and let past the rider(s) that he has overtaken. In this case, there will be no action taken by the Race Direction, no penalty will be imposed.
- The rider must go back the number of positions decided by the Race Direction. The rider must indicate that he is voluntarily giving up the position(s) as opposed to being passed and the indication must be clear to the Race Direction. The Race Direction decision will be final.
- A board will be displayed for the rider on the finish line during a maximum of three (3) laps. If the rider does not go back after the board has been presented three (3) times, he may be further penalized by Race Direction (such as penalty points, fine or suspension).

- If the position change is not possible during the race, the number of positions re will be a position change applied to the results as decided by the Race Direction.

6. During the final inspection lap, this flag must be waved at the exact place where the flag marshal will be positioned during the practices, qualifying, warm-ups and races.

b. Red Flag and Red Lights

1. When the practice or race is being interrupted, the red flag will be waved at each flag marshal post and the red lights around the track will be switched on. Riders must return slowly to the pits.
2. When the pit-lane exit is closed, this flag will be waved at the pit lane exit and the light will be switched on. Riders are not allowed to exit the pit lane. Any infringement of this rule may be penalized by Race Direction.
3. The red flag will be shown motionless on the starting grid at the end of the warm-up lap. This will indicate that you must stop in your grid position and cannot pass the official holding the red flag.
4. The red flag may also be used to indicate the track is closed.
5. The red lights will be switched on at the start line for between two (2) and five (5) seconds to start each race. When the red light has extinguished, the race has begun.

c. Blue Flag

1. This flag indicates to a rider that he is about to be overtaken and will be waved at the flag marshal post. During the qualifying sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass him. During the race, the rider concerned is about to be lapped and must allow the following rider(s) to pass at the earliest opportunity. Overtaking within a group of lapped riders is forbidden under the blue flag.
2. Any Infringement of this rule may be penalized by Race Direction.

d. Black Flag

1. This flag is used to convey instructions to one (1) rider only and is waved at selected flag marshal post together with the rider's number. The rider must stop at the pits at the end of the current lap and cannot restart when this flag results from a penalty.
2. This flag can also be presented to a rider for a reason other than a penalty (e.g. to rectify a non-dangerous technical problem such as a transponder issue).
3. Any infringement of this rule may be penalized by Race Direction.

e. Black Flag with orange disk (40 cm)

1. This flag is used to convey instructions to one (1) rider only and is waved at selected flag marshal posts together with the rider's number. This flag informs the rider that his motorcycle has mechanical problems likely to endanger himself or others, and that he must immediately leave the track.
2. Any infringement of this rule may be penalized by Race Direction.

1.9.3 Flag Marshals posts

The location will be assigned during the circuit homologation.

1.9.4 Marshal's uniforms

It is recommended that the marshals' uniforms be in white, or orange and raincoats be transparent.

1.10 PRACTICE AND QUALIFYING

1.10.1 Practice sessions (warm-up inclusive)

a. Practice sessions may be conducted as practice or qualifying practice and in all cases, they are timed.

b. Except for competitors must participate in a minimum of one (1) practice session prior to the qualifying session. Exceptions may be approved by Race Direction due to extenuating circumstances.

c. Riders will commence practice from the pit lane when the green light and/or the green flag is displayed at the exit of the pit lane.

d. A visible board or count-down may be shown in the pit lane to indicate the minutes of practice remaining.

e. The end of practice will be indicated by the waving of a checkered flag, at which time the pit exit will be closed. A rider's time will continue to be recorded until he passes the official checkered flag at the finish line after the allotted time has elapsed. After the checkered flag riders may complete the lap to the pit entry.

f. If practice is interrupted due to an incident or any other reason, then a red flag will be displayed at the start line and at all flag marshal's posts. All riders must return at a safe and controlled pace to the pit lane. If practice is restarted, the time remaining will be shown on the count-down device.

g. After practice has started, the condition of the racing surface of the circuit should not be altered except on instruction from the Race Director or the FIM North America Safety Officer in response to a localized change in conditions.

h. Refueling is allowed in the pit lane. Riders must be off their bikes during refueling.

   1. Riders must be off their bikes during refueling.

   2. The ignition must be off, and the motorcycle must be on a rear stand before refueling is permitted to start.

   3. A crew member must be standing by with a fire extinguisher with the pin pulled and the nozzle aimed at the motorcycle.

   4. No electrical devices such as battery chargers, fans, or tire warmers may be plugged in during any refueling operations.

i. Warm-up sessions are only available to riders that have qualified for the race and will not be used to qualify a rider for a race.

1.10.2 Lap Times

a. All laps for all sessions will be timed. A new lap record for a circuit can only be established by a rider during a race. Both for practice and for races, the lap time is the subtraction of the time between two consecutive crossings of the plane of the finish line indicated by the line painted on the track.

1.10.3 Qualifying Results

a. The results will be based on the fastest time recorded by the riders in qualifying. In the case where all qualifying has been cancelled, the results will be based on the fastest time recorded by the riders in all practices. In the event of a tie, riders' second and subsequent best times will be considered.

1.10.4 Qualification for the race

a. To qualify for the race, a rider must achieve a time at least equal to 120% of the time recorded by the fastest rider of any of the practice or qualifying sessions. Any decision made to permit a rider to take place in a race is dependent on the space available as determined by Race Direction. Provisional starts may be applied for and approved by the Race Direction.

1.11 GRID POSITIONS

a. The pole position, allocated to the fastest rider, will be determined during the homologation of the circuit.

b. For all classes, the grid will be arranged in the "in echelon" 3-3-3 configuration. Each line will be offset.

c. In the event of a tie, riders' second and subsequent best times will be considered.

d. The final grid will be published after the qualifying session for that class has been completed.

e. Grid positions for the heat will be based on the fastest time recorded by the riders in all qualifying practices. In the case where all qualifying practices have been cancelled, the grid position will be based on the fastest time recorded by the riders in all free practices.

f. Grid positions for the main will be based on finishing order of the heat race, with riders not finishing gridded at the back by the number of laps completed. Riders must start the heat race to grid for the main. Exceptions, in the form of a provisional start, may be applied for and approved by race direction.

g. If heat races are not conducted, grid positions for the main will be based on the qualifying practices.

h. Grid procedures may be modified by official bulletin before the start of the event.

i. Riders that have been given a provisional start by Race Direction will go to the back of the grid regardless of lap times. In the case that multiple riders are given a provisional start their position will be determined by lap time at the back of the grid.

1.12 BEHAVIOR DURING PRACTICE AND RACE

a. Riders must obey the flag signals, the light signals, and the boards which convey instructions. Any infringement to this rule may be penalized.

b. Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit lane. Any infringement of this rule may be penalized with one of the following penalties:

- fine
- drop of position(s)
- ride through
- time penalty
- drop of any number of grid positions at the rider’s next race
- disqualification
- suspension or any other penalty at the discretion of Race Direction

c. Riders must not tour the track. Touring is defined as riding in a manner not compatible with general safety. This includes being on the racing line and not attempting to produce a fast lap time. A penalty may be imposed on any rider found to be touring. If marshals report that a rider is touring and this is collaborated by video or comparing consecutive sector times, then automatic penalties will apply as follows:

1. During a race:
    - exclusion
    - ride through
    - time penalty and/or fine, depending on the circumstances.
2. Persistent acts of touring will be deemed more serious and will be penalized accordingly.

d. Riders should use only the track and the pit lane. However, if a rider accidentally leaves the track, then he may rejoin it at the place indicated by the officials or at a place which does not provide an advantage. Any infringement of this rule during the practices or warm-up will be penalized by the cancellation of the lap time concerned and during the race, by a drop of position(s) decided by the Race Direction. A board will be displayed for the rider on the finish line during a maximum of five (5) laps. If the rider did not go back after the board has been presented five (5) times, he will be penalized at the discretion of the Race Direction.

e. Any repairs or adjustments along the racetrack must be made by the rider working alone with no outside assistance. The marshals may assist the rider to the extent of helping him to lift the motorcycle and hold it while any repairs or adjustments are made. The marshal may then assist him to re-start the motorcycle.

f. If the rider intends to retire, then he must park his motorcycle in a safe area as indicated by the marshals.

g. If the rider encounters a problem with the motorcycle, which will result in his retirement from the practice or the race, then he should not attempt to tour at reduced speed to the pits but should pull off the track and park his motorcycle in a safe place as indicated by the marshals.

h. Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.

i. Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.

j. Riders are not allowed to transport another person on their motorcycle or to be transported by another rider on his motorcycle (exception: Another rider or by another rider after the checkered flag or red flag).

k. Riders must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless they do so under the direction of an official.

l. No signal of any kind may pass between a moving motorcycle and the rider's team, or anyone connected with the motorcycle's team, entrant, or rider, except for the signals of the timekeeping transponder, lap trigger, GPS, legible messages on a pit board, or body movements by the rider or team. Onboard TV camera signals are allowed, but only when such signals are for the purposes of and managed by the Championship promoter.

n. A speed limit of 10 mph will always be enforced in the pit lane during the event.

o. Stopping on the track during any session is forbidden except for a practice start.

p. Practice Starts:

1. During the practice sessions and warm-ups, practice starts are permitted.
2. When it is safe to do so, at the pit lane exit before joining the track.
3. After passing the checkered flag at the end of practice sessions and warm-ups when it is safe to do so. The rider must be off the racing line in the designated Practice

Start Zone(s) and following the procedure, as communicated to teams prior to the first practice session.

4. Any rider found to have infringed this rule may be subject to a fine of 150 USD. Further penalties may be applied.

q. After the checkered flag, riders riding on the track must wear a safety helmet until they stop on the pit lane / parc fermé.

r. It is not permitted to ride racing motorcycles within the circuit other than in the pit lane or on the track.

s. Any rider or team whose motorcycle spills oil on the track causing interruption of practice, qualifying, warm-up or race may be penalized with one (1) of the following penalties:

- fine
- disqualification
- suspension or any other penalty at the discretion of Race Direction

t. Any rider who enters the paddock during a race will be considered to have withdrawn from the race and may NOT re-enter the race.

u. All riders and team members must always conduct himself or herself in an appropriate, morally correct manner and in a manner to advance the positive goodwill and image of the AMA and MotoAmerica.

v. All riders and team members must follow policies and procedures presented in the Teams Handbook and Entrant Agreement.

1.13 START PROCEDURE

1.13.1 Normal start procedure

a. **Approximately Five (5) minutes before the start of a race:**

1. Pit lane exit opens for sighting lap.
2. Pit lane will be open for 60 seconds.
3. Green light on and/or green flag waved at the pit lane exit.
    - Only riders who have completed at least one (1) sighting lap and started the warm-up lap from the grid will be permitted to start the race from their position published on the final grid.
4. Under no circumstances may they push their motorcycle onto the grid from the pit lane.

b. **Four (4) minutes before the start of the race:**

1. Pit lane exit closes, red light on and/or red flag waved at the pit lane exit.
2. Riders who did not make it out of pit lane before closure may start the warm-up lap from the pit lane under the instructions of the marshal positioned at the pit lane exit.
3. Riders starting the warm-up lap from the pit lane must start the race from the back of the grid.

c. When riders reach the grid after the sighting lap, they must take up their positions and may be attended by one (1) person

d. Following participation in the sighting lap, if a rider does not join the grid due to mechanical issues or otherwise, they may elect to repair their motorcycle.

1. Repairs can only be made in the hot pit.

2. Under no circumstances may they push their motorcycle onto the grid from the pit lane or ride counter course to proceed to the grid. In this case, riders must start the warm-up lap from pit exit and start the race from the back of the grid.

e. The Race Director may choose at this time to declare the race as "wet" or "dry". The starter will indicate this to the riders on the grid and those who may still be in the pit lane by the display of a wet/dry board.

1. If no board is displayed the race will automatically be declared "dry".

f. **One (1) minute before the start of the warm-up lap:**

1. One (1) minute board will be displayed on the grid.
2. All team personnel will leave the grid.
3. The mechanics will, as quickly as possible, assist the rider to start the machine and will then vacate the grid.

g. **Thirty (30) seconds before the start of the warm-up lap:**

1. Thirty (30) second board is displayed on the grid.
2. All riders must be in position on the grid with engines running. No further assistance from mechanics is permitted.
3. Any rider who is unable to start his motorcycle must be removed to the pit lane, where accessible, under the control of the grid marshals.
4. Any rider moved to pit lane may take further attempts to start it.
5. Such riders may start the warm-up lap from the pit lane and must start the race from the back of the grid.
6. If pit lane is not accessible from the grid the machine will be moved to a safe area and the rider will be withdrawn from the race.

h. **Approximately two (2) minutes before the start of the race:**

1. Green flag waved to start warm-up lap.
2. In the interest of safety, should a rider stall his motorcycle, he may be assisted to restart by an official. If, after a reasonable period, the engine does not start then the rider will be pushed into the pit lane, where accessible, so his mechanics may provide assistance.
3. The riders will make one (1) lap, at unrestricted speed, followed by a safety car. The safety car will overtake slow riders.
4. As soon as the riders have passed the pit lane exit, the pit lane exit light will be turned green, and any rider waiting in the pit lane will be permitted to join the warm-up lap. Thirty (30) seconds later the pit lane is closed, and a marshal will display a red flag and/or red light.

i. On returning to the grid the riders must take up their positions with the front wheel of their motorcycle up to or behind the front line and between the side lines defining the grid position and keeping their engines running.

1. If two (2) or more riders must start from the back of the grid, they will take up position in the order in which they qualified for the race.

j. An official will stand at the front of the grid holding a red flag motionless.

k. Any rider who arrives after the safety car has taken up its position at the back of the grid must enter the pit lane and unless directed otherwise will start the race from pit out.

1. Any rider who encounters a problem with his motorcycle on the warm-up lap may return to the pit lane and make repairs in the pit lane only.
2. Any rider who stalls his engine on the grid or who has other difficulties must remain on the motorcycle and raise an arm. It is not permitted to attempt to delay the start by any other means.
3. As each row of the grid is completed, the officials will lower the panels indicating that their row is complete. Panels will not be lowered when a rider in that row has indicated that he has stalled his motorcycle or has other difficulties. When all panels have been lowered an official at the rear of the grid will wave a green flag. The Starter will then instruct the official at the front of the grid, displaying the red flag, to clear the grid.

l. **Start of the race:**

1. A red light will be displayed for between two (2) and five (5) seconds.
2. The red light will go out to start the race.

m. Any rider who anticipates the start or who is deliberately not placed in his starting box will be issued a time penalty after the race as described in article 1.25.

1. Anticipation of the start (jump start) is defined by the motorcycle moving forward when the red lights are on. Race Direction will be the sole judge of whether an advantage has been gained and decide if a penalty will be imposed and must arrange for the team to be informed of such penalty as soon as possible. A board may also be displayed in the pit lane indicating the same. The notification of a jump start on the timing monitor is one of fact.
2. If, after the start of the race, a rider stalls his motorcycle, then he may be assisted by being pushed along the track until the engine starts by an official. If, after a reasonable period, the engine does not start, then the rider will, where accessible, be pushed into the pit lane where his mechanics may provide assistance.

n. After the start signal has been given and the last rider has passed the pit exit, the pit exit will be opened.

1. Any riders still in the pit lane may then start the race.
   - Riders still in pit lane may not start the race after the lead rider has crossed the finish line to complete the first racing lap.

o. Should there be a problem that might compromise safety for the start of the warm-up lap or the race the Starter will invoke the “Start Delayed” procedure.

1.13.2 “Start Delayed” procedure

a. A red flag is waved from the Starter’s rostrum, and the red light stays on:

1. The "Start Delayed" board is displayed from the Starter’s rostrum and marshals will wave a yellow flag at designated rows of the starting grid.
2. Riders must stay in their grid position with helmets on, engines may be switched off.
3. If a machine causes the start delay it will be removed to the pit lane or a safe location, where accessible, regardless of what work is needed to restart the machine. If it can be restarted the rider may start the warm-up lap and will start the race from the back of the grid. Even if the machine is started before the warmup lap, the rider may not start in the assigned grid position.
4. Only essential officials may be allowed on the grid, no media, guests, umbrella-holders, or other team personnel will be permitted, except for camera crew(s) authorized by the organizers.

5. A board will be displayed from the rostrum to notify the riders at which point the start procedure will re-commence, either at the five (5), three (3), one (1) minute or the thirty (30) second board.
6. If it is deemed not possible to restart immediately, riders will be notified by grid officials and allowed two (2) mechanics per rider to move the machine to the pit lane. If it is not possible to push the machine, riders may be instructed to rod the machine to the pit lane.

b. Approximately two (2) minutes before the start of the race:
   1. Green flag waved to start warm-up lap.
   2. In the interest of safety, should a rider stall his machine, he may be assisted to restart. If, after a reasonable period, the engine does not start, then the rider, where accessible, be pushed into the pit lane where his mechanics may provide assistance.

c. The race distance will be reduced by one (1) lap if the Start Delayed signal is after the warm-up lap only. Any person who, due to his behavior on the grid is responsible for a "Start Delayed" may be further penalized.

1.13.4 Restart Procedure

When a race is stopped, riders must return to the pit lane, unless otherwise instructed by officials. If the race is to be re-started, minor repairs may be carried out. The following procedure will take place:

a. Upon arrival in the pit lane, riders may make adjustments to their motorcycle, refueling is permitted in the pit lane. (Prior to the start of the race, teams should ensure that all necessary equipment is in the pit lane service area in a safe position). Tire changes are not permitted unless the Race Director announces a change to the race status (i.e. dry/wet), or the Technical Director authorizes an exceptional tire change due to a verifiable technical problem. In the case of an exceptional tire change, the rider must start the restarted race from the back of the grid.

b. When all riders have entered the pit lane the Race Director will announce the time remaining to the re-opening of the pit lane and the race distance.
   1. The duration between the announcement and the actual opening of the pit exit will be a minimum of five (5) minutes.
   2. The time remaining to the opening of the pit exit will be displayed on timing screens and on the starting grid countdown clock.
   3. The rider should avail himself of his new grid position from the classification displayed on the timing screen or from officials.
   4. When the time has elapsed, the pit lane exit will be opened for SIXTY (60) SECONDS. Riders will make one (1) lap at unrestricted speed to the starting grid.

c. All riders will arrive back on the starting grid, and stop, with engines running, no adjustments may be made. Any rider encountering difficulties on the sighting lap must enter the pit lane.

d. Upon arrival back at the starting grid each rider may be directed to their grid position by ONE mechanic only (without tools) and the normal start procedure will be followed from 1.13.1/l. as described above with the start signal given in the normal manner.

1.13.5 Accelerated Start Procedure

The start procedure may be accelerated by the Race Direction. This will be notified to teams on the timing monitor and by the display of the boards indicating the time remaining to the closure of the pit lane exit and to the start of the warm-up lap. This will be used in principle

when there are time restraints due to television coverage or the circuit has limitations on time.

1.14 "WET" AND "DRY" RACE PROCEDURES

All races will be categorized as either wet or dry. A board may be displayed on the grid to indicate the status of the race. If no board is displayed, the race is automatically declared dry. The purpose of this classification is to indicate to riders the consequence of varying climatic conditions during a race.

1.14.1 Dry races

A race classified as dry will be interrupted by the Race Director if he considers that climatic conditions affecting the surface of the track makes it likely that riders will wish to change tires.

1.14.2 Wet races

a. A race classified as wet, usually commenced in varying or wet conditions, will not be interrupted for climatic reasons except for extraordinary events. Riders who wish to change tires or make adjustment must enter the pits and do so during the actual race.

b. In all cases where the first race is stopped for climatic reasons, then the restart will, automatically, be a "wet" race.

1.15 RIDE THROUGH PROCEDURE

a. During the race, the rider will be requested to ride through the pit lane, stopping is not permitted. He may then rejoin the race.

b. The rider must respect the speed limit in the pit lane. In case of infraction of this speed limit, the ride through procedure will be repeated; in case of a second infraction of this speed limit, the rider will be shown the black flag and will be disqualified.

c. In the case of a race interrupted prior to the penalty being complied with, and if there is a second part, the rider will be required to ride through after the start of the second part of the race.

d. In the case of a rider carrying forward a penalty for anticipation of the start, into the second part of an interrupted race and subsequently found to have anticipated the second start, the rider will be shown the black flag and will be disqualified.

e. A yellow board (100cm horizontal x 80 cm vertical) displaying the rider's number (black color) will be shown at the finish line and the information will also be displayed on the time keeping monitors.

f. Failure by the relevant rider to ride through, having been shown the board five (5) times, will result in that rider being shown the black flag.

g. In the case where the organization has been unable to carry out the ride through penalty before the end of the race, the relevant rider will be inflicted with a time penalty of twenty (20) seconds.

1.16 TIME PENALTY PROCEDURE

a. Any rider who anticipates the start will be penalized by Race Direction. The rider will be notified by an Official board as soon as practical. The team will also be notified of the infraction and pending penalty.

b. The standard minimum penalty is a time penalty of five (5) seconds which will be added to the results after the race. However, other penalties may be imposed for an infraction that is deemed to have provided a significant advantage or for repeated offences during the season at the discretion of Race Direction.

c. In the case of a race interrupted, and if there is a second part, the time penalty will be added to the results used to calculate the grid position for the start of the second part of the race.

1.17 PIT STOPS DURING A RACE

a. Riders may enter the pit lane (but must not cross the line into the rider's paddock area) during the race.

b. Refueling is strictly prohibited. Any infringement of this rule will be penalized with a disqualification.

c. Any rider who enters the paddock, the garage or cold side of the pit lane will be considered to have withdrawn from the race and may not re-enter the race or take part in any re-started race.

1.18 INTERRUPTION OF THE RACE

If the Race Direction decides to interrupt a race, then red flags will be displayed at the finish line and at all marshals' posts and the red lights will be switched on around the circuit. Riders must immediately slow down and return to the pit lane.

a. Any motorcycle that enters the paddock, the garage or cold side of the pit lane will be considered to have withdrawn from the race and may not re-enter the race.

b. If the results calculated show that one-half of the race distance rounded down to the nearest whole number of laps have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be deemed to have been completed, and full Championship points will be awarded.

c. The results will be based on the order of last crossing the finish line prior to the showing of the red flag.

d. Exception: After 1/2 distance is complete, if a rider crashes between the last crossing of the finish line and the red flag, the following applies:

   1. Riders found to have not experienced a disadvantage during a crash, mechanical, or other event as determined by Race Direction; after applying the scoring protocol the rider will have a 20 second time adjustment applied by Race Direction.

   2. Race Direction may apply a longer time adjustment, a position adjustment or a penalty if deemed necessary.

   3. The decision may be based on video footage, sector crossing data, or an official's observation and will be final.

e. Exception: If the race is interrupted after the checkered flag; the following procedure will apply:

   1. For all the riders to whom the checkered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.

   2. For all the riders to whom the checkered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.

   3. The complete classification will be established by combining both partial classifications as per the lap/time procedure.

f. If less than 1/2 distance is complete, follow procedures in 1.18.4 to restart the race.

1.19 RE-STARTING A RACE THAT HAS BEEN INTERRUPTED

1.19.1 If a race must be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. As soon as the riders have returned to the pits, the Race Director

will announce a time to begin, which, conditions permitting, should not be later than 10 minutes after the initial display of the red flag.

1.19.2 The results of the first race must be available to teams before the second part of a race can be started.

1.19.3 The Race Director will decide and announce whether the Normal Start procedure or the Quick Start Procedure will be used.

1.19.4 Conditions for the re-started race will be as follows:

a. In the case of **less than three (3) laps completed by the leader of the race and by all other riders on the same lap as the leader**:

1. All riders may re-start.
2. Motorcycles may be repaired and refueling is permitted.
3. Tire changes are not permitted unless the Race Director announces a change to the race status (i.e. dry/wet), the race was declared wet, or the Technical Director authorizes an exceptional tire change due to a verifiable technical problem. In the case of an exceptional tire change, the rider must start the restarted race from the back of the grid.
4. The number of laps will be at the discretion of Race Direction respecting schedules with a minimum of two-thirds of the original race distance rounded down to the nearest whole number of laps.
5. The grid positions will be as for the original race.

b. In the case of **three (3) laps or more and less than one-half (1/2) completed**

1. Only riders who are classified as finishers (have completed 75% of the first race distance in the first race may re-start.
2. Any rider who has crashed in the first part of the race who is eligible to take part in the re-start must be determined fit by a Medical Officer if there is suspicion that an injury has been sustained. The Race Director's decision is final in requiring any rider to undertake a check to ascertain fitness to ride.
3. Motorcycles may be repaired; a Technical Official must clear repaired motorcycles.
4. Refueling is permitted.
5. Tire changes are not permitted unless the Race Director announces a change to the race status (i.e. dry/wet), or the Technical Director authorizes an exceptional tire change due to a verifiable technical problem. In the case of an exceptional tire change, the rider must start the restarted race from the back of the grid.
6. The number of laps of the second race will be the number of laps required to complete two-thirds of the original race distance rounded down to the nearest whole number of laps with a minimum of one–third (1/3) of the original race distance rounded up. The decision is at the discretion of Race Direction, respecting schedules.
7. The grid position will be based on the finishing order of the first race.
8. The final race classification will be established according to the position and the number of laps of each rider at the time he crossed the finish line at the end of the last part of the race.

1.19.5 Should a re-started race be interrupted, and Race Direction deems it possible to re-start, then the conditions for a further re-start will follow, with the race distance and results defined as follows:

a. If the re-started race is interrupted when one third (1/3) race distance or more has been completed, the race will be deemed to have been completed and full Championship points awarded.

b. If the re-started race is interrupted when less than one third (1/3) race distance has been completed, the race would be re-started a further time, if possible, for the same number of laps as the first re-start.

c. If that further re-started race (third race) is interrupted when less than one third (1/3) race distance has been completed, Race Direction will determine if it is practical to re-start the race and will define the number of laps to be completed. If it is not possible to re-schedule the race the results will then be determined by the first part of the race and full Championship points awarded, provided that in the first part of the race one third (1/3) race distance or more had been completed.

d. If the first race is re-started and none of the races (original or subsequent re-starts) have completed one third (1/3) race distance or more, then the race is deemed to be cancelled, and no Championship points will be awarded.

e. Race Direction may reschedule re-started races in the race program as necessary.

1.20 FINISH OF RACE AND RACE RESULTS

a. When the leading rider has completed the designated number of laps for the race, a checkered flag will be shown by an official standing at the finish line, behind the first line of protection. The checkered flag will continue to be displayed to the subsequent riders.

   1. When the checkered flag is shown to the leading rider, no other rider will be permitted to enter the track from the pit lane.

   2. As soon as the checkered flag is shown to the leading rider, the red light will be switched on at the pit lane exit and a marshal showing a red flag will stand in the pit lane exit.

   3. If a rider(s) closely precedes the leader during the final lap before the finish line, the official will show to the rider(s) and to the leader simultaneously the checkered flag and the blue flag. That means that the race is finished for the leader while the rider(s) closely preceding the leader has (have) to complete the final lap and take the checkered flag.

b. In the case of a photo-finish between two (2), or more, riders, the decision shall be taken in favor of the competitor whose front wheel leading edge crosses the plane of the finish line first. In case of ties, the riders concerned will be ranked in the order of the best lap time made during the race.

c. The results will be based on the order in which the riders cross the line and the number of laps completed.

d. To be counted as a finisher in the race and be included in the results a rider must:

   1. Complete 75% of the race distance.

   2. In the case of a race interrupted after two thirds (1/2) distance completed, be actively participating at the time the red flag is displayed. For the purposes of these regulations “actively competing” is defined as the rider riding on track, or attempting to repair/restart the machine, or to rejoin the track or return to pit lane. Race Direction will be the sole judge of whether a rider is actively competing.

   3. Cross the finish line on the racetrack (not in the pit lane) within five (5) minutes of the race winner. The rider must be in contact with his motorcycle.

e. The riders classified in the first three (3) positions in the race will be escorted by officials, as quickly as possible, to the podium for the awards ceremony. Participation in the podium ceremony by these riders is compulsory.

1.21 CHECK AREA

a. At the end of the race, or the final part of a race that has been interrupted, all the classified motorcycles will be directed to a compulsory check area (parc fermé) pending inspection by the Technical Stewards or potential protests. It is the responsibility of the riders to ensure that the machine is in the parc fermé.

b. Motorcycles will normally be released from the parc fermé 30 minutes after the finish of the race.

1.22 REGIONAL/QUALIFIER SERIES POINTS

a. Riders competing in the MotoAmerica Approved Mini Cup Regional/Qualifier Series will be granted 10 bonus points that will be added to the points accumulated during the MotoAmerica AMA Championship Final which will determine the AMA National Champions. The maximum number of points that will be added to the Championship final is 10 points.

1.23 CHAMPIONSHIP FINAL POINTS AND CLASSIFICATION

a. The MotoAmerica AMA Mini Cup Championship Final will consist of a total of four (4) races with points awarded to the top fifteen (15) finishers of each race. The number of races and the format may be subject to change subject to the number of entries.

b. In the event of a tie in the number of points, the final positions will be decided based on the number of best results in the races (number of first places, number of second places etc.). If there is still a tie then, the date in the Championships at which the highest place was achieved will be considered with precedence going to the latest result.

1.24 CHAMPIONSHIP POINTS

All class championship points awarded for the race will be awarded based on the finishing position listed on the scale.

Position	Points
1st	25 points
2nd	20 points
3rd	16 points
4th	13 points
5th	11 points
6th	10 points
7th	9 points
8th	8 points
9th	7 points
10th	6 points
11th	5 points
12th	4 points
13th	3 points
14th	2 points
15th	1 point

TECHNICAL REGULATIONS

The following technical rules are written for the MotoAmerica AMA Mini Cup Championship. Certain provisions are also drafted with the aim of guiding AMA regional organizers in the drafting of their own technical rules. The interest and the goal being that the machines have the same technical provisions.

2.0 INTRODUCTION

Motorcycles for the MotoAmerica AMA MiniCup Championship must be motorcycles that are available in the following areas: USA, EU, or Japan. These motorcycles must be available for sale to the public in the shops and the dealerships representing the manufacturer in at least one of the above areas before the third event of the current championship to be allowed to be used in the remaining championship events.

2.1 CLASSES

The production-based racing classes will be designated by engine capacity.

2.2 GENERAL ITEMS

2.3.1 MAIN FRAME

a. The main frame is considered as any structure that joins the steering tube, engine, and swing-arm pivot. If the steering tube, engine mounts or swing-arm is connected through a removable bracket (with engine removed) then those brackets will be considered as part of the main frame. If the steering tube, engine mounts and rear swing-arm pivot connect to the main frame without removable brackets, then any additional brackets will not be considered as part of the main frame. If there is any part in question the Technical Directors decision is final.

b. If the rear section (rearward of the engine, meant for the riders seating) of a frame is not removable then there is no rear sub-frame and only a main frame. Regulations applying to the rear sub-frame will not apply to main frames.

2.3.2 HANDLEBARS AND CONTROL LEVERS

a. Exposed handlebar ends must be plugged with a solid material or rubber covered.

b. The minimum angle of rotation of the steering on each side of the center line or mid position must be 15° for all motorcycles.

c. Repair by welding lightweight alloy handlebars is prohibited.

d. All handlebar levers (clutch, brake, etc.) must be ball ended.

e. The brake lever, if pivoted on the footrest axis, must work under all circumstances, such as the footrest being bent or deformed.

2.3.3 Compulsory Safety Items

a. All drain plugs must be lock wired (safety wired). The use of clips is not permitted. External oil filter(s), screws and bolts that enter an oil cavity must be safety wired (i.e. on crankcases) or have a secondary retention mechanism.

b. Motorcycles must be equipped with brake lever protection.

   i. The Technical Director has the right to refuse any guard not satisfying this safety purpose.

c. A solid protective cover (shark fin) is required.

d. The only liquid engine coolants permitted other than lubricating oil is water.

3.0 MOTOAMERICA MINICUP – GP CLASS TTECHNICAL REGULATIONS

3.1 INTRODUCTION

The following rules are intended to permit limited changes to motorcycles in the interests of safety and improved competition.

EVERYTHING THAT IS NOT AUTHORIZED AND PRESCRIBED IN THIS RULEBOOK IS STRICTLY FORBIDDEN

If a change to a part or system is not specifically allowed in any of the following articles, then it is forbidden.

Motorcycles participating in the MotoAmerica GP class must comply with the provisions of this regulation. As set out in the Sporting Regulations, this Championship is divided into categories based on age/machine:

- **OHVALE GP-O 110 (ages 8-12))**
- **OHVALE GP-O 110 EVO (ages 8-12)**
- **OHVALE GP-O 160 EVO (ages 9-14) (ages 10-14 for the FIM World Final)**
- **OHVALE GP-2 190 (ages 11-16) (ages 12-16 for the FIM World Final)**

If the Technical Director requests parts for compliance or dispute, the manufacturer (or distributor for him) is required to deliver to MotoAmerica the part and / or documentation relating to approved motorcycles.

Motorcycles may use parts or kits specified and/or provided by the manufacturer.

If not specified, the front, side and rear views of the motorcycles will conform to the appearance of the model as originally produced by the manufacturer. The physical appearance of the exhaust system is excluded from this standard.

3.2 SEALING AND ENGINE DATA

a. Only factory sealed engines certified by Ohvale may be used.

b. During the whole season engines may be sealed or torn down at the direction of the technical staff at any time and checked for compliance.

c. A factory sealed engine is defined as an engine purchased, brand new, from Ohvale or an official Ohvale dealer.

d. Serial numbers on the seals will be recorded by technical staff. Sealed engines may be torn down for inspection when they are removed from service or after a race event. If inconsistencies are found that competitor will have their results voided retroactively to the first event that engine was put into service.

e. Any change in engine during the race weekend should be reported immediately to an official so the engine seal may be properly recorded. Failure to do so could result in disqualification.

f. All competitors are subject to random teardowns to check for engine compliance even if engine has been sealed. Failure to comply with will result in disqualification for that event.

g. Engine tags will be tracked from the start of the season, every round, for every competitor. If, during a random teardown, any violations are discovered, it will result in the cancellation of any results from events in which that engine was used.

3.3 CHASSIS

3.2.1 Frame

a. The frame must be the originally fitted part with no modification allowed.

b. Frames from low-capacity versions (GP-0 110 and GP-2 160) are allowed to be updated to the permitted version.

c. OHVALE GP-0 110/EVO and 160/EVO are allowed to fit the chassis anti-vibration plate produced in kit by the manufacturer for the model of motorcycle in use.

d. The painting of the frame is free, but its polishing is prohibited.

e. The use of shells to protect the swing arm or frame is forbidden.

3.2.2 Seat Post Frame

a. The seat post frame must be the originally fitted part with no modification allowed. The painting of the seat post frame is free, but its polishing is prohibited.

3.2.3 Rear Sub Frame

The rear sub frame must be the originally fitted part with no modification allowed. The painting of the seat post frame is free, but its polishing is prohibited.

3.2.4 Front Fairing Frame

The front fairing frame must be the originally fitted part with no modification allowed.

3.2.5 Swing-arm

a. Except as authorized in the following articles, the swing-arm, swing-arm pivot and chain tensioner must be the originally fitted part with no modification allowed.

b. For Ohvale 110/160, original chain tensioner registers may be replaced with the racing ones produced by the manufacturer for the model of motorcycle in use.

c. All motorcycle must be equipped with a solid protective chain guard (shark fin) fixed to the swing-arm produced by the manufacturer of motorcycle.

3.2.6 Steering Plates

a. The upper and lower fork clamps must be the originally fitted part with no modification allowed, including the steering lock stops device.

b. The steering stem must remain in its original position.

c. It is allowed to fix a protector on the upper fork bridge, for the sole purpose of protecting the upper front forks. The design is free, but the final decision of the safety came from the AMA Technical Director / Chief Technical Steward.

3.2.7 Handlebars and Controls

a. Except as authorized in the following articles, the handlebars, the handlebar clamps, the manual controls (throttle control and electric controls), and the handlebar terminal must be kept original.

b. Handlebars and manual controls must stay original. It is allowed to replace the original clutch lever with the optional part produced by the manufacturer for the model of motorcycle in use. They can be repositioned, but a minimum clearance of 30 mm must be maintained between the tank and the handlebars, including any accessories attached to it. It is forbidden to enter the track without ball end inserts in the handlebar ends.

c. Brake and clutch levers may be replaced.

d. It is forbidden to enter the track without ball end inserts in the handlebar ends.

e. It is forbidden to repair the handlebars by welding.

f. The control levers on the handlebars (brake and clutch) must always have rounded edges and must have a ball-form ending.

g. In any position of the steering and the front suspension, the control levers on the handlebars must not touch any component of the motorcycle.

h. Throttle controls must be self-closing when not held by hand.

i. A brake lever guard is required.

3.2.8 Footrest and Controls

a. Except as authorized in the following articles, the footrests, and foot control must be the originally fitted part with no modifications allowed.

b. Footrests and foot controls can be repositioned only using the setting originally provided by the manufacturer.

c. Gear shift pedal and his leverage can be replaced to use one of “overturned” type (GP Shift).

d. For OHVALE GP-2 190 it is allowed to replace the original gear shift rod with the optional part to be used with the quick shift system produced by the manufacturer for the model of motorcycle in use.

e. The rear brake lever peg may also be positioned on the first lowering slot in the front part of the lever.

f. It is forbidden to repair the footrests by welding.

g. It is forbidden to enter the track with footrests having the plastic material plugs in poor condition or without a mounted end plug.

h. It is forbidden to repair the footrest supports by welding.

3.2.9 Start lever

a. Must be the originally fitted part with no modifications allowed.

b. The starting lever of the original engine must remain mounted and running and be equipped with a system that prevents accidental opening (example: elastic).

3.3 SUSPENSION

3.3.1 Front Suspension

a. Except as authorized in the following articles, the fork must be the originally fitted part with no modification allowed.

b. Position of the fork sleeve respect to the steering plates is free. Under no circumstances may the top end fork sleeve (excluding the fork cap) be below the upper steering plate.

c. The settings of the hydraulic adjusters, the spring coefficient (K), the preload of the main springs and the amount and type of hydraulic oil are free.

d. The the only spring allowed will be the units supplied by the Motorcycle Official Supplier:

	GP-0 160 EVO	GP-2 190
Springs (K)	K 6 – K 7 – K 8 – K 9	K 6 – K 7 – K 8 – K9

For OHVALE GP-0 160 4Speed and OHVALE GP-0 110/160 EVO 4Speed:

i. **It is allowed to replace the original forks with the original "+5" forks on motorcycles produced from 2019.**

ii. **It is possible to mount the fork spring pre-load system**

provided by the manufacturer for the motorcycle model in use.

iii. **The front forks from the different models homologated cannot be exchanged between them.**

iv. **For OHVALE GP-0 160 EVO 4Speed: It is allowed to replace the original front fork with the "Ohracing" front fork originally mounted from model year 2025.**

For OHVALE GP-2 190 DAYTONA:

i. It is also allowed to use the fully adjustable front fork kit, as original produced and sold by the manufacturer.

ii. It is allowed to replace the original front fork with the "Ohracing" front fork originally mounted from model year 2025.

iii. The manufacturer specified cartridges are as follows: Homologated front suspension cartridges (GP-2 190 class only):

Mupo D.38 front fork kit

e. Position of the fork stems respect to the steering plates is free.

f. The fork spring preload system and / or the cartridges that are included in the specific kit provided by the manufacturer for the motorcycle model in use may be used.

g. Position of the hydraulic registers preload of the main springs are free.

h. Front suspension cartridges/internals may only be replaced with kits specified by the manufacturer.

3.3.2 Steering Damper

a. Steering damper may be added with the specific kit provided by the official supplier.

b. In no case may the steering damper act as a steering lock limiting device

3.3.3 Rear suspension

a. Except as authorized in the following articles, the rear suspension must be the originally fitted part with no modification allowed.

b. Links and mounting points of the rear suspension to the chassis and swing arm, must be the originally fitted part with no modification allowed.

c. The length of the shock absorber, the position of the hydraulic registers, the elastic coefficient (K) and the preload of the main spring of the shock absorber are free.

d. The plastic washers (4 units) cannot be removed or modified.

e. The only spring allowed will be the units supplied by the Motorcycle Official Supplier:

	GP-0 110/160 EVO	**GP-2 190**
Springs (K)	**K 140 – K 160**	**K 140 – K 160**

3.4 BRAKE SYSTEM

a. Except as authorized in the following articles, the parts from different model years cannot be exchanged between them.

b. For OHVALE GP-0 160 EVO 4Speed:

c. It is allowed to mount all available brake systems sold by the Manufacturer, only if both front and rear brake systems match, except when "Brembo" front brake system is mounted.

d. For OHVALE GP-0 160 4Speed:

e. It is only allowed to mount the standard brake systems originally mounted.

2

	110/160 EVO		
	OPTION A	OPTION B	OPTION C
	Formula	J.Juan	Brembo
	Formula	J.Juan	J.Juan

3.4.1 Brake Disks

a. The brake discs must be the originally fitted part with no modification allowed.

b. It is not allowed to add air ducts in order to improve the cooling of the braking system. For OHVALE GP-0 160 4Speed:

c. It is allowed to replace the original front disc with the front disc (ø190mm fixed or ø190mm floating) sold and homologated as a kit by the Manufacturer.

d. For OHVALE GP-2 190: It is allowed to replace the original front disc with the front disc (ø230mm floating) sold and homologated as a kit by the Manufacturer.

3.4.2 Brake Calipers

a. Except as authorized in the following, the front and rear brake calipers must be the originally fitted part with no modification allowed.

b. Front and rear brake pads may be changed.

c. For OHVALE GP-0 160 4Speed (from 2023 on) & OHVALE GP-2 190: It is allowed to add thermal plates between the brake pads and the caliper pistons only if it's part of the kit sold and homologated by the Manufacturer.

d. For OHVALE GP-2 190: It is allowed to mount the 2024 brake system on all models.

3.4.3 Master Cylinders

a. The front and rear brake master cylinders must be the originally fitted part with no modification allowed.

b. Installation of a protection of the master cylinder positioned on the handlebar is authorized to prevent oil leaks in a crash.

c. For OHVALE GP-2 190: It is allowed to mount the 2024 brake system on all models.

3.4 WHEELS

a. For the GP 110/160 classes wheel rims and their spindles must be the originally fitted part. The dimensions of the wheel rims must be as indicated:

Front Wheel 2.50" x 10"

Rear Wheel 3.00" x 10"

b. For the GP190 class wheel rims and their spindles must be kept original. The dimensions of the wheel rims must be as indicated below:

Front Wheel 2.50” x 12”

Rear Wheel 3.00” x 12”

c. Wheels may be replaced but the replacement wheels must be of the same brand as the motorcycle's original manufacturer.

3.5 TIRES

a. The tire specification for MotoAmerica Approved Regional/Qualifier Series is open.

b. The tire specification for the MotoAmerica AMA Championship Final is as follows:

i. OHVALE GP-0 110/160 4-Speed

Front tire: Dunlop – Sportmax Slick 100/90-10 - Soft

Rear tire: Dunlop – Sportmax Slick 120/80-10 - Medium Soft

ii. OHVALE GP-2 190 DAYTONA

Front tire: Dunlop – TT93GP Pro 100/90-12 - Soft

Rear tire: Dunlop – TT93GP Pro 120/80-12 - Medium Soft

If the qualifying practices or the race are declared "wet" it is allowed the use of rain tires in the measures indicated below:

i. OHVALE GP-0 110/160 4-Speed

Front tire: Dunlop – Sportmax Rain 100/90-10

Rear tire: Dunlop – Sportmax Rain 120/80-10

ii. OHVALE GP-2 190 DAYTONA

Front tire: Dunlop – KR345 100/485-12

Rear tire: Dunlop – KR345 120/500-12

c. The tire specification for the FIM World MotoMini Qualifiers and the FIM MotoMini World Final will be Pirelli Tires as specified in the FIM MotoMini regulations.

b. It is specified that when mounting the tire on the wheel rim it is mandatory to respect the direction of travel indicated by the manufacturer.

c. The use of tire warmers is allowed on the starting grid if the start procedure allows.

3.6 FUEL

a. The fuel specification for MotoAmerica Approved Regional/Qualifier Series is pump fuel or the specification required by each series.

b. The fuel specification for the MotoAmerica AMA Championship Final is open.

c. The fuel specification for the FIM World MotoMini Qualifiers is open.

3.7 FUEL TANK

a. Tank and tank cap must be the originally fitted part with no modification allowed.

b. Fuel tank must be filled with spongy fire-retardant material (such as "Explosafe").

c. Fuel tanks can have heat reflective material attached to its surface.

3.8 FUEL SYSTEM

Except as authorized in the following articles, the fuel system must be kept original.

a. The fuel circuit, understood as the set of ducts and devices between the tank and the carburetor, is free.

b. Replacement of the fuel cock is not permitted.

c. The addition of fuel filters is not permitted.

d. Only the kit quick connectors for fuel pipes, sold and homologated by the Manufacturer, is allowed.

3.9 INTAKE SYSTEM

Except as authorized in the following articles, the intake system must be kept original.

3.10.1 Carburetor

a. Except as authorized in the following, the carburetor must be the originally fitted part with no modification allowed.

b. It is mandatory the use of the carburetors indicated in the following points:

- Category GP-0 110/160 4 Speed	**KF PZ 27**
	KEIHIN PE 28
	Dell'Orto PHBL 28 BD
- Category GP-0 190 Daytona	**KEIHIN PE 28**
	Dell'Orto PHBL 28 BD

c. Main and pilot jets are free.

3.10.2 Air Filter

a. The air filter is mandatory and must be the originally fitted part with no modification allowed.

b. Use of systems to increase the pressure close to the air filter using the dynamic air pressure when the motorcycle is in movement is forbidden.

c. The optional air filter cover, sold and homologated as a kit by the Manufacturer, is allowed.

d. For OHVALE GP-0 160 4Speed it is recommended to replace the intake duct of GP-0 motorcycle models manufactured from My2016 onwards (GP-160 model) with the one originally mounted on motorcycles manufactured from Model Year 2022 onwards (GP-0 160 EVO model).

3.10 ENGINE

3.11.1 Engine General

a. Except as expressly permitted in the following articles, the engine must remain completely original.

b. The only engines allowed are those indicated in the points to follow:

- Category GP-0 160 4 Speed	**ZONGSHEN W150-G**
- Category GP-0 190 Daytona	**DAYTONA ANIMA FDX 190**
	DAYTONA ANIMA FSM 190

c. Bore and Stroke must remain original.

d. It is mandatory to use the right-side engine lateral cover included in the kit included in the specific kit for the model of motorcycle in use supplied by the manufacturer.

e. It is mandatory to run the engine exhaust pipes into a recovery tank with a minimum capacity of 250cc.

3.11.2 Cylinder Head

a. The cylinder head must be the originally fitted part with no modification allowed.

b. Spark plug is free. None of the parts of the spark plug, beside electrodes, can protrude out the interior of the combustion chamber.

3.11.3 Camshaft and Valves

a. Camshaft must be the originally fitted part with no modification allowed.

b. Timing driven sprocket must be the originally fitted part with no modification allowed.

c. Chain timing and the timing chain tensioner must be the originally fitted part with no modification allowed.

3.11.4 Piston

a. The piston must be the originally fitted part with no modification allowed.

b. Any modification to ring set, pins and their holders is prohibited.

3.11.5 Connecting Rod

The connecting rod must be the original fitted part with no modification allowed.

3.11.6 Crankshaft

The crankshaft must be the originally fitted part with no modification allowed.

3.11.7 Crank Case

a. The engine crankcase must be the originally fitted part with no modification allowed.

b. It is allowed to make holes on the flywheel cover to help the cooling of the internal parts, according to what has been reported in the homologation documents.

c. It is forbidden to repair engine covers by applying any material.

3.11 TRANSMISSION

3.12.1 Primary transmission

The primary transmission must be the originally fitted part with no modification allowed.

3.12.2 Clutch

a. Except as authorized in the following articles, the clutch, including the springs, driven discs and clutch control must be kept original.

b. On the motorcycles of the GP-0 160/EVO and GP-2 190 Daytona categories, the "EVR by OHVALE" slipper clutch kit included in the specific kit for the model of motorcycle in use is allowed.

3.12.3 Gearbox

a. The gearbox must be the originally fitted part with no modification allowed.

b. OHVALE GP-2 190 Daytona is allowed to use the quick shift system produced by the manufacturer for the model of motorcycle in use.

3.12.4 Final Drive

a. Final Drive (Front and Rear sprockets, and chain) may be modified or replaced.

b. Original chain pitch must be maintained.

3.12 OIL COOLING AND LUBRICATION SYSTEM

a. The oil cooler must be the originally fitted part with no modification allowed.

b. The oil circuit must be the originally fitted part with no modification allowed.

c. The engine breather must be routed into an overflow tank.

d. The oil inlet and discharge plugs, the delivery and return pipes to the oil cooler and the oil filter cover screws must be perfectly sealed and secured with a binding wire to prevent accidental opening.

3.13 ELECTRICAL SYSTEM

3.14.1 Wiring and electrical controls

a. The main wiring harness must be the originally fitted part with no modification allowed.

b. The electric controls on the handlebar can be repositioned but must be the originally fitted part with no modification allowed.

c. It is mandatory to keep the ignition kill switch mounted on the right side of the handlebar.

3.14.2 Engine ignition, generator, alternator, and starter

a. Except as authorized in the following articles, the engine ignition, generator, alternator, and starter must be the originally fitted parts with no modification allowed.

b. Only on the motorcycles of the GP-0 190 Daytona Category it is recommended to fit the ignition and engine control system equipped with the model produced from 2018.

c. At any time of the event, the Chief Technical Steward has the right to request the replacement of any components of the engine ignition and control system mounted on the motorcycle. The refusal to proceed with the replacement is equated with a technical irregularity.

3.14.3 Engine Control Sensors

a. The use of electronic shift assistance systems (quick shifter) is prohibited except in the GP-2 Daytona 190 class.

b. On OHVALE GP-2 Daytona is allowed by using only the specific kit for the model of motorcycle in use.

3.14.4 Additional Equipment

a. Except for what is authorized in the following articles, any electrical or electronic components (sensor, control unit, display) that are additional or not originally mounted on the motorcycle, are forbidden.

b. Use of electronic equipment with IR (infrared) technology, GPS or radio timing detection is allowed.

c. It is allowed to mount one or more systems (dashboards, displays, etc.) to display the parameters indicated in the points below:

- RPM
- Oil temperature
- Lap time
- Engine hours
- Shift Light
- Gear Position

d. Integrated dashboards with electronic tracing functions, geolocation, and data acquisition, are allowed. The data acquisition must be limited to the channels listed below:

- RPM
- Oil temperature

- Lap Time
- Engine Hours
- Position and speed (GPS signal)

e. All motorcycles must have a rear safety light installed. The team must ensure that the light is switched on whenever Race Direction declares wet race or practice.

f. The presence of cables or electronic components or of not clear origin are not allowed and is considered a technical irregularity.

3.14 FAIRINGS

3.15.1 Fairings General

a. Color and graphics are free.

b. The use of carbon fiber components is not permitted.

c. All logos and designs on competitors' motorcycles are subject to final approval by MotoAmerica Mini Cup officials.

d. Except as authorized in the following articles, the fairing, the saddle, the front and rear mudguard and all the superstructures that make up the motorcycle body, must be the originally fitted part with no modifications allowed.

e. **The windscreen must remain original.** Only the lower half of the windshield can be tinted and not transparent to accommodate the table and the front race number.

f. The size and shape of the cooling holes of the oil cooler are free. It is recommended to mount protective grilles or wire mesh to protect the oil cooler.

g. The original fairing brackets can be replaced with quick-release attachments.

h. The lower fairing must have a perfect seal to contain lubricant leaks in the event of engine failure.

i. The lower fairing must incorporate two holes of 14 mm in the bottom of the front lower area. This hole must remain closed in dry conditions and must be opened only in wet race conditions, as declared by the Race Director.

j. On OHVALE GP-0 160 4Speed it is allowed to modify the fairing as indicated in the following points:

i. **Replace the original front fairing and / or fairing with those originally fitted on motorcycles produced from 2018 on (GP-0 or GP0 EVO)**

ii. **Replace the original tail/tank cover with the one originally fitted to GP-0 EVO motorcycles.**

3.15.2 Mudguards

a. Only in the categories GP-0 110/160 4 Speed and GP-0 190 Daytona are permissible to replace the original fender with the original one fitted on motorcycles produced from 2018.

b. The distance between the front mudguard and the tire may be increased.

c. The rear mudguard must be kept original.

3.15.3 Seat

Saddle seat can be changed.

3.15.4 Number plate and race Numbers

a. The colors of the race numbers are as follows:

CATEGORY	BACKGROUND	NUMBER
Category GP 110	YELLOW	BLACK
Category GP 160	YELLOW	BLACK
Category GP 190	WHITE	BLACK

b. Numbers made from material such as duct tape are prohibited.

c. Front and side race numbers must have a minimum height of 5 inches.

d. Background must extend a minimum of 1” beyond numbers.

3.15 EXHAUST SYSTEMS

a. Must stay as originally fitted with no modifications allowed.

b. For safety reasons, the exposed edges of the exhausts pipe(s) outlet must be rounded to avoid any sharp edges.

c. Wrapping of exhaust systems is not allowed except in the area of the rider’s foot or an area in contact with the fairing for protection from heat.

3.16 SCREW/BOLTS AND FIXING ELEMENTS

a. Bolts and fairing fixing elements are free but must have the same size as the originals and with a strength class equal to or greater than the original. Fairings fixing elements may be replaced by fast fixing ones.

b. The use of titanium or aluminum bolts and titanium or carbon fiber and / or Kevlar fasteners, if not originally on the motorcycle or part of the specific kit for the model of motorcycle in use is prohibited.

c. The original engine bolts can be replaced with another one of equal size and with a strength class equal to or greater than the original.

d. Where required it is permissible to drill holes for the passage of the binding threads, but any modification to lighten is prohibited.

e. Resetting the threads with the use of helicoil is permitted.

4.0 MOTOAMERICA MINICUP – STOCK 50 AND 110 TECHNICAL REGULATIONS

4.1 INTRODUCTION

The following rules are intended to permit limited changes to the homologated motorcycle in the interests of safety and improved competition.

EVERYTHING THAT IS NOT AUTHORIZED AND PRESCRIBED IN THIS RULEBOOK IS STRICTLY FORBIDDEN

If a change to a part or system is not specifically allowed in any of the following articles, then it is forbidden.

Motorcycles participating in the MotoAmerica Mini Cup Stock 50, 110 classes must comply with the provisions of this regulation. As set out in the Sporting Regulations, this Championship is divided into categories based on age/machine:

- Stock 50 (Age 6-8)
  - Honda - CRF50
  - Honda - XR50
  - Yamaha - TTR50
- Stock 110 (Age 8-12)
  - Honda CRF 110
  - Yamaha TTR 110
  - Kawasaki KLX 110
  - Kawasaki KLX 110L
  - Kawasaki KLX 110RL
  - Suzuki DRZ 110
  - Stock SSR 110
  - Yamaha TTR 90

If the Technical Director requests parts for compliance or dispute, the manufacturer (or distributor for him) is required to deliver to MotoAmerica the part and / or documentation relating to approved motorcycles.

Motorcycles may use parts or kits specified and/or provided by the manufacturer.

Except as explicitly authorized by this regulation and all the components of the motorcycle must be kept original, therefore as originally produced by the manufacturer. If not specified, the front, side and rear views of the motorcycles will conform to the appearance of the model as originally produced by the manufacturer. The physical appearance of the exhaust system is excluded from this standard.

4.2 CHASSIS

4.2.1 Frame

a. The frame must be the originally fitted part with no modification allowed.

b. The painting of the frame is free, but its polishing is prohibited.

4.2.2 Swingarm

a. Except as authorized in the following articles, the swing-arm and swing-arm pivot must be the originally fitted part with no modification allowed.

b. Chain guide may be modified or replaced.

c. All motorcycle must be equipped with a solid protective chain guard (shark fin) fixed to the swing-arm produced by the manufacturer of motorcycle.

4.2.3 Steering Plates

a. The upper and lower fork clamps as well as the steering lock stop device must be the originally fitted part with no modification allowed unless described below.

b. The top steering plate maybe be replaced to allow for handlebar replacement only. The decision of the technical director is final.

4.2.4 Handlebars and Controls

a. maybe modified or replaced.

   i. Handlebars in theory must replicate the original handlebars shape. Handlebar size maybe changed. Clip on style handlebars not permitted.

   ii. Handlebars may be repositioned. Minimum clearance of 30 mm must be maintained between the tank and the handlebars, including any accessories attached to it.

b. Handlebar switches and throttle controls maybe modified or replaced.

c. Is forbidden to repair the handlebars by welding.

d. The control levers on the handlebars (brake and clutch) maybe modified or replaced. Levers must always have rounded edges and must have a ball-form ending.

e. In any position of the steering and the front suspension, the control levers on the handlebars must not touch any component of the motorcycle.

f. Throttle controls must be self-closing when not held by hand.

g. Brake lever guard is recommended.

4.2.5 Footrest and Controls

a. Except as authorized in the following articles, the footrests, and foot control must be the originally fitted part with no modifications allowed.

b. Footrests and foot controls can be repositioned only using the setting originally provided by the manufacturer.

c. Footrests may be replaced.

d. Gear shift lever may be modified or replaced. Conversion to “GP shift” is allowed. to use one of “overturned” type (GP Shift).

e. The rear brake lever may be modified or replaced.

f. It is forbidden to repair the footrests or foot controls by welding.

g. It is forbidden to repair the footrest supports by welding.

4.2.6 Start lever

a. The starting lever must be the originally fitted part with no modifications allowed.

b. The starting lever must remain mounted while the engine is running.

c. Bikes equipped with an electric starter may remove the kickstart lever.

d. If the bike is equipped with an electric starter and the kickstart lever is removed, the electric start function must be operational.

4.3 SUSPENSION

4.3.1 Front Suspension

a. Except Forks (stanchions, stem, wheel spindle, upper and lower crown, etc.) must be the originally fitted parts with the following modifications allowed:

b. Position of the preload of the main springs are free.

c. Fork springs are free.

d. Original internal parts of the forks may be modified or changed.

e. Fork caps (if Any) may only be replaced to allow external adjustment.

4.3.2 Steering Damper

a. Steering damper may be added or replaced with an aftermarket damper.

b. In no case may the steering damper act as a steering lock limiting device

4.3.3 Rear suspension

a. Except as authorized in the following articles, the rear suspension must be the originally fitted part with no modification allowed.

b. Links (if any) and mounting points of the rear suspension to the chassis and swing arm, must be the originally fitted part with no modification allowed.

c. The rear suspension unit original internal parts may be modified or changed.

d. The length of the shock absorber, the position of the preload of the main spring of the shock absorber are free.

e. Rear shock spring is free.

f. For the Honda XR 100 and the Honda CRF 100, the rear shock may be modified or replaced. The replacement shock may not exceed a maximum retail price of $300.

4.4 BRAKE SYSTEM

4.4.1 Brake Disks

The brake discs (if any) must be the originally fitted part with no modification allowed.

4.4.2 Brake Calipers or Brake Drums

a. Except as authorized in the following article, the front and rear brake calipers or drums must be the originally fitted part with no modification allowed.

b. Brake caliper bolts must be safety wired or have a secondary retention method. The use of clips is permitted.

c. Front and rear brake pads may be changed.

4.4.3 Brake Master Cylinders

The front and rear brake master cylinders (if any) must be the originally fitted part with no modification allowed.

4.5 WHEELS

Wheel rims maybe be modified or replaced but must resemble the original wheels (i.e spoke wheels cannot be replaced with solid wheels).

a. Stock 50 – originally equipped size

b. Stock 110 – (up to 12-inch wheel)

4.6 TIRES

a. The tire specification for MotoAmerica Approved Regional/ Qualifier Series is open.

b. The tire specification for the MotoAmerica AMA Championship Final is to be the tire listed on the Dunlop allocation sheet.

c. The use of tire warmers is not allowed on the starting grid if the start procedure allows.

4.7 FUEL

a. The fuel specification for MotoAmerica Approved Regional/Qualifier Series is pump fuel or the specification required by each series.

b. The fuel specification for the MotoAmerica AMA Championship Final is open.

4.8 FUEL TANK AND FUEL SYSTEM

4.8.1 Fuel Tank

a. Fuel tank must be the originally fitted part with no modification allowed.

b. Fuel fill cap may be modified or replaced.

4.8.2 Fuel Line

a. The fuel hose between the tank and the carburetor is free.

b. Replacement of the fuel cock is permitted.

c. The addition of fuel filters is permitted.

d. Use of quick connectors for fuel pipes is permitted.

4.9 INTAKE SYSTEM

a. Except as authorized in the following articles, the intake system must be the originally fitted part with no modification allowed.

b. The diffuser section and the number of jets cannot be modified.

c. The use of pumps or power-jet is not permitted.

d. Carburetor

   i. Main and pilot jets are free.

e. Air filter may be modified or replaced.

f. The use of an air filter is mandatory.

g. Use of systems to increase the pressure inside the box filter using the dynamic air pressure when the motorcycle is in movement is forbidden.

4.10 ENGINE

4.10.1 Engine General

a. Engine must remain completely original with no modification allowed.

b. Engine covers maybe be replaced with covers of exact shape and size of originally fitted covers.

4.10.2 Cylinder Head

a. The cylinder head must be the originally fitted part with no modification allowed.

b. Intake and exhaust ports must remain original.

c. Valves, valve seats, valve guides, tappets, oil seals must be the original. Only normal maintenance provided by the service manual is permitted.

d. Spark plug is free.

4.10.3 Camshaft and Valves

a. Camshaft must be the originally fitted part with no modification allowed.

b. Timing driven sprocket must be the originally fitted part with no modification allowed.

c. Chain timing and the timing chain tensioner must be the originally fitted part with no modification allowed.

4.10.4 Cylinder

The cylinder must be the originally fitted part with no modification allowed.

4.10.5 Piston

The piston must be the originally fitted part with no modification allowed.

4.10.6 Connecting Rod

The connecting rod must be the originally fitted part with no modification allowed.

4.10.7 Crank Shaft

The crankshaft must be the originally fitted part with no modification allowed.

4.10.8 Crank Case

a. The engine crankcase must be the originally fitted part with no modification allowed.

b. It is forbidden to repair engine covers by applying any material.

4.11 TRANSMISSION

4.11.1 Transmission

The transmission be the originally fitted part with no modification allowed.

4.11.2 Clutch

a. The clutch must be the originally fitted part with no modification allowed except as described below.

b. Clutch springs are free.

c. Clutch plates may be modified or replaced.

4.11.3 Final transmission

a. Final transmission (pinion, crown, and chain) may be modified or replaced.

b. Final drive sprockets may be changed.

4.12 OIL COOLING AND LUBRICATION SYSTEM

a. The oil cooler must be the originally fitted part with no modification allowed.

b. The oil circuit must be the originally fitted part with no modification allowed.

c. The oil pipes that connect the engine to the oil cooler must be kept original. The engine breather must be routed into an overflow tank.

4.13 ELECTRICAL SYSTEM

4.13.1 Wiring and electrical controls

a. The wiring and electrical controls must be the originally fitted part with no modification allowed.

b. The electric controls on the handlebar can be repositioned.

c. Handlebar switches may be changed.

4.13.2 Engine ignition, generator, alternator, and starter

The engine ignition, generator, alternator, and starter must be the originally fitted parts with no modification allowed.

4.13.3 Additional Equipment

a. With the exception of what is authorized in the following articles, any electrical or electronic components (sensor, control unit, display) that are additional or not originally mounted on the motorcycle, are forbidden.

b. It is allowed to mount one or more systems (dashboards, displays, etc.) to display the parameters indicated in the points below:

   i. RPM
   ii. Oil temperature
   iii. Lap time
   iv. Engine hours
   v. Shift Light
   vi. Gear Position

4.14 FAIRINGS

4.14.1 Fairings General

a. The fairings and bodywork may be replaced with exact cosmetic duplicates of the original parts but must appear to be as originally produced by the manufacturer for the homologated motorcycle, with slight differences due to the racing use (different pieces mix, fixing points, fairing bottom, etc.). The material may be changed. The use of carbon fiber or carbon composite materials is not allowed.

b. Color and graphics are free.

c. The use of carbon fiber components is not permitted.

d. All logos and designs on competitors' motorcycles are subject to final approval by MotoAmerica Mini Cup officials.

e. The distance between the front mudguard and the tire may be changed.

f. The rear mudguard must be kept original.

4.14.2 Seat

Saddle seat can be changed.

4.14.3 Number plate and race Numbers

a. Numbers made from material such as duct tape are prohibited.

b. Front and side race numbers must have a minimum height of 5 inches.

4.15 EXHAUST SYSTEMS

a. The exhaust system must remain as originally fitted by the manufacturer, with the following exceptions:

b. Wrapping of exhaust systems is not allowed except in the area of the rider's foot or an area in contact with the fairing for protection from heat.

c. Spark arrestor/restrictor plate (if originally fitted) is not required.

   i. The originally fitted internal baffle, screen element may be removed.

   ii. Spark arrestor/restrictor plate baffle scree/screen may be modified or removed.

d. Only internal material removal at the header inlet is permitted, solely to match the shape and dimensions of the cylinder head exhaust port for sealing and alignment.

e. No external modification of any kind is allowed to the header flange, mounting face, outer diameter, bolt holes, or any other external surface of the header.

f. No material may be added. (welding, epoxy, or other fillers are prohibited).

g. The internal diameter (beyond the immediate inlet matching area), length, wall thickness, routing, and overall configuration of the header pipes must remain as originally produced.

h. The outlet end of the header and any connection to the muffler/silencer must remain unmodified and as originally fitted.

4.16 SCREW/BOLTS AND FIXING ELEMENTS

a. Bolts and fairing fixing elements are free but must have the same size as the originals and with a strength class equal to or greater than the original. Fairing fixing elements may be replaced by fast fixing ones.

b. The use of titanium or aluminum bolts and titanium or carbon fiber and / or Kevlar fasteners, if not originally on the motorcycle or part of the specific kit for the model of motorcycle in use is prohibited.

c. The original engine bolts can be replaced with another one of equal size and with a strength class equal to or greater than the original.

d. Where required it is permissible to drill holes for the passage of the binding threads, but any modification tending to a lightening is prohibited.

e. Resetting the threads with the use of helicoil is permitted.

4.17 The following items MAY be altered or replaced from those fitted to the homologated motorcycle.

a. Any type of lubrication, brake or suspension fluid may be used.

b. Gaskets, seals, and gasket materials.

c. All bearings (ball, roller, taper, plain, ect.) must be the exact OEM bearing replacement regarding size, shape, and material.

d. Material for brackets connecting non-original parts (fairing, exhaust, instruments, etc.) to the frame (or engine) cannot be made from titanium or fiber reinforced composites except the exhaust silencer hanger that may be in carbon.

5.0 PROTECTIVE CLOTHING AND HELMETS

5.1 Riders must wear a complete leather suit with additional leather padding or other protection on the principal contact points (knees, elbows, musters, hips etc.).

5.2 Linings or undergarments must not be made of a synthetic material which might melt and cause damage to the riders' skin.

5.3 Riders must also wear leather gloves and boots, with which the leather suit provides complete coverage from the neck down.

5.4 Leather substitute materials may be used, providing they have been checked by the Technical Director.

5.5 Use of a back protector will be required. Chest protector is recommended.

5.6 Rider suit air bags are recommended.

5.7 Riders must wear a helmet which is in good condition, provides a good fit and is properly fastened.

5.8 Helmets must be of the full-face type (integral) and conform to one of the recognized international standards:

- Europe ECE 22-05 ‘P’
- Japan JIS T 8133:
- USA SNELL M2015, M2020D and M2020R
- FIM FRHP (Circuit Racing Certification)

5.9 All helmets used by season riders in competition must be equipped with either a manufacturer installed emergency cheek pad removal system or an Eject emergency helmet removal system. Single event riders will be granted a one race exemption from this requirement, however, on their second event weekend the device will be required if the helmet manufacture does not have an incorporated emergency cheek pad removal device. If used, riders will be responsible for ensuring that the Eject device is properly installed and operable during all on-track activities. The inflation tube must exit at the left chin bar. Riders must attach the provided Eject logo installed on the helmet's left chin bar. Helmets with a manufacture installed emergency cheek pad removal system must have either manufacture labeling on both chin bars or labeling provided MotoAmerica.

5.10 Helmets are to provide protection and are not a platform to attach foreign objects. No foreign objects, including cameras, are permitted to be attached to the rider’s helmet.

5.11 Visors must be made of shatterproof material.

5.12 Disposable "tear-offs" are permitted.

5.13 The riders clothing must include their name, emergency contact, and blood type adhered to the left-side lining adjacent to the main zipper.

5.14 Any question concerning the suitability or condition of the riders’ clothing and/or helmet shall be decided by the Technical Director, who may, if he so wishes, consult with the manufacturers of the product before making a final decision.

6.0 DISCIPLINARY AND ARBITRATION CODE

6.1 PRINCIPLES

The obligations incumbent upon the participants, officials and organizers are set out in these Regulations. Violations or non-observance of these obligations will be subject to the penalties laid down in this chapter.

6.2 PENALTIES

The penalties are:

- warnings
- fines
- penalty points
- drop of position
- ride through
- time penalties
- grid penalty
- disqualification
- points loss (withdrawal of Championship points)
- suspension
- exclusion

6.2.1 Definition and application of penalties

Warnings:	Can be made privately or publicly.
Fines:	Cash penalty up to 10,000 USD
Drop of Position:	The rider must go back the number of positions decided by the Race Direction.
Ride through:	See Art. 1.24
Time penalties:	The imposition of time affecting the rider's actual result up to 2 minutes and the cancellation of time.
Grid penalty:	The imposition of a drop of any number of grid positions or the imposition of starting the race from the pit exit at the rider’s next race.
Disqualification:	Disqualification from an event, practice sessions (black flag, black flag with orange disc), race (black flag, black flag with orange disc) or from its results.
Points loss:	The loss of points from the Championship races already run.
Suspension:	The loss of rights to participate in the Championship may be applied to one or more races.
Exclusion:	The final and complete loss of all rights of participation in any activity under AMA control.

6.2.2 Plurality of Penalties

Any offender may have several penalties pronounced against him according to the circumstances.

6.3 THE DISCIPLINARY AND ARBITRATION BODIES

The disciplinary and arbitration bodies of the AMA, qualified to deal with disciplinary and arbitration matters, are:

- The Race Direction
- The AMA Appeal Stewards
- The Permanent Bureau

6.3.1 The Race Direction

6.3.1.1 Composition

The Constitution of the Race Direction is in accordance with Article 1.4.

6.3.1.2 Authority and Competence

The Race Direction has the authority to penalize riders, teams' personnel, officials, promoters, organizers and all the persons involved in any capacity whatsoever in an event or in the Championship, to the Race Direction Panel for infringements of the Regulations, including the following:

- Any voluntary or involuntary action or deed accomplished by a person or a group of persons during a meeting, contrary to the current regulations or instructions given by an official of the meeting.
- Any corrupt or fraudulent act, or any action prejudicial to the interests of the meetings or of the sport, carried out by a person or a group of people occurring during an event.
- Having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations.

The Race Direction is competent to adjudicate upon a protest relating to infringements of the regulations.

6.3.1.3 Penalties that may be pronounced by the Race Direction

a. The following penalties may be pronounced by the Race Direction:
    - warnings
    - fines
    - drop of position
    - ride through
    - time penalties
    - grid penalty
    - disqualification
    - points loss (withdrawal of Championship points)
    - suspension

b. The penalties issued for administrative infractions should be limited to warnings or fines unless there are extenuating circumstances.

c. Hearings should be held (if applicable) immediately after the session if practical. If not practical, the parties involved should be notified that an incident is under review immediately after the session and no later than the end of the same day. The hearing should be arranged during the same day and in exceptional cases up to but no later than 14 days after the incident. All hearings must be conducted with a minimum of two members of Race Direction and not later than 14 days after the incident unless otherwise agreed by race direction and the party affected by the penalty. If the investigation is delayed for circumstances beyond the control of race direction (ie

parts or fuel sent out for testing etc) then the party must be notified in writing of the nature of the delay and be kept updated every 7 days.

d. During an official hearing only (1) Rider and (1) Rider Representative will be allowed. Inclusion of other person(s) will be at the sole discretion of the Race Direction.

e. Penalties should be issued (if applicable) immediately after the session if practical. If not practical, penalties should be issued no later than the end of the same day and in exceptional cases up to but no later than 14 days after the incident. Penalties must be issued in writing no later than 14 days after the incident unless otherwise agreed by The Race Direction and the party affected by the penalty, or the hearings are delayed.

f. The Race Direction can refer the case to the Permanent Bureau to impose a higher penalty than the Race Direction is empowered to issue.

6.3.2 The AMA Appeal Stewards Panel

6.3.2.1 Composition

The Composition of the AMA Appeal Stewards Panel is in accordance with the requirements laid down in Article 1.5.

6.3.2.2 Competence

The AMA Appeal Stewards Panel will hear any appeals against decisions taken by the Race Direction.

6.3.2.3 Penalties that may be pronounced by the AMA Appeal Stewards Panel only following an appeal:

- fines
- warnings
- time penalties
- grid penalty
- disqualification
- points loss (withdrawal of Championship points)
- suspension

6.4 JUDGES OF FACT

Judges of fact are officials in charge of checking certain facts during practices and races and whose observations must be reported immediately for a possible decision.

Statements of fact depend exclusively on factual observation without any possible adjustment of the sanction which is statutorily and precisely stated. These statements of facts and the resulting decisions are immediate and not subject to protest or appeal.

Beyond members of the Race Direction, one or several judges of fact may be appointed to supervise the jump starts, the passage of the finish line, as to whether a rider has exceeded the track limits, or as to any other fact laid down in these Regulations.

6.5 PROTESTS

A protest is an action taken by any legal entity or any individual, rider, team, manufacturer, official etc. against another legal entity or any individual, rider, team, manufacturer, official etc. in the absence of a penalty or decision issued by the Race Direction or any other Official of the Meeting.

6.5.1 Right of protest to the Race Direction

a. Unless specifically excluded herein, any rider affected by dangerous, unfair, or fraudulent behavior, riding, or act, has the right to protest 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. 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.

c. No protest may be lodged against a decision entailing or not.

- a change of position that takes place during a race.
- a time penalty given in lieu of either: a ride through penalty or a change of position penalty that takes place during a race.
- a grid penalty imposed for a race on the same day.
- a ride through that takes place during a race or for a race on the same day.
- a ride through that takes place during a race.
- disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- a fine for speeding in the pit lane or a practice start violation.
- a photo finish
- a statement of fact by a judge of fact

6.5.2 Procedure and time limit for protests

All protests must be submitted and signed only by the person directly concerned. Each protest must refer to a single subject only and the intention to protest must be notified to the Race Direction within 30 minutes of the publication of the results.

The protest must then be confirmed in writing or withdrawn within one (1) hour at the latest after the publication of the results.

Protests must be handed to a responsible official (AMA Steward or any member of Race Direction) together with the security deposit of 500 USD or equivalent, returnable if the protest is justified.

Teams and riders contracted to compete in the Championship may submit a letter of guarantee from MotoAmerica in lieu of payment.

A protest against the eligibility of a rider, team or a motorcycle to enter a class or event must be made before the start of the official practice.

A protest against a machine on technical control compliance grounds (eg. weight, noise, materials, etc.) may be made after the start of official practice.

If the protest entails dismantling a motorcycle, the protest fee must be accompanied by an additional deposit of 300 USD. This fee must be paid by the losing party to the mechanic of the rider who had to perform the dismantling procedure.

Following race one of a double header that takes place on the same day, the intention to protest other riders for technical reasons must be submitted within 15 minutes of the end of the race. For sporting protests, the time limits remain as above.

If the “quick parc fermé” procedure takes place the intention to protest other riders for technical reasons must be submitted within 15 minutes of the end of the session. For sporting protests, the time limits remain as stated above.

6.5.3 Protest hearings and decisions

a. Hearings should be held immediately after a protest if practical. If not practical, the parties involved should be notified and a time established to conduct the necessary hearings. Hearings should be arranged during the same day and in exceptional cases up to but no later than 14 days after the protest. All hearings must be conducted with a minimum of two members of the Race Direction and not later than 14 days after the protest unless otherwise agreed by race direction and the party affected by the protest. If the investigation is delayed for circumstances beyond the control of race direction (ie parts or fuel sent out for testing etc) then the party must be notified in writing of the nature of the delay and be kept updated every 7 days.

b. During an official hearing only (1) Rider and (1) Rider Representative will be allowed. Inclusion of other person(s) will be at the sole discretion of Race Direction.

c. Protest decisions should be issued immediately after the protest hearings if practical. If not practical, decisions should be issued no later than the end of the same day and in exceptional cases up to but no later than 14 days after the protest. Protest decisions must be issued in writing no later than 14 days after the protest unless otherwise agreed by the Race Direction and the party affected by the protest, or the hearings are delayed.

d. The protest must be judged according to the provisions of the Regulations.

6.5.4 Effect of the decision upon a protest

The decision of the Race Direction and determination of penalty is immediate.

6.6 APPEALS

An appeal is an action taken by any legal entity or any individual, rider, team, manufacturer, official etc. affected by a penalty or decision issued by the Race Direction (whether arising from a protest or otherwise).

6.6.1 Right of appeal to the AMA Appeal Stewards Panel against a decision of the Race Direction.

No appeal may be lodged against a decision entailing or not:

- a change of position that takes place during a race.
- a time penalty given in lieu of either: a ride through penalty or a change of position penalty.
- a grid penalty imposed for a race on the same day.
- a ride through that takes place during a race or for a race on the same day.
- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- a fine for speeding in the pit lane or a practice start violation.
- a photo finish
- a statement of fact by a judge of fact

When no appeal may be lodged the decision of the Race Direction is final.

6.6.2 Right of appeal to the MotoAmerica Permanent Bureau against a decision of the AMA Appeal Stewards

No appeal may be lodged if the AMA Appeal Stewards Panel confirms the previous decision of the Race Direction. In this case, the decision of the FIM North America Stewards is final.

No appeal may be lodged against a decision entailing or not:

- a drop of position.
- a ride through.
- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- a fine for speeding in the pit lane.
- a photo finish
- a statement of fact by a judge of fact

The decision of the MotoAmerica Permanent Bureau is final.

6.6.3 All rules herein may be appealed in accordance with the procedure stated in the AMA MotoAmerica Mini Cup Championship Final Regulations except for those rules that the regulations specify may not be appealed. The participants recognize the need for officials to make decisions that require judgment and the exercise of discretion, often instantaneously, with events as they are occurring. The exercise of judgment by the officials during an event with respect to any penalty or lack of penalty shall only be appealable in accordance with the regulations. By applying to participate in an AMA sanctioned MotoAmerica event, and in consideration of receiving the numerous benefits available, each participant agrees that the final and binding decisions of the officials are non-litigable and shall not be appealable to any court or other tribunal other than the AMA. The participants to any protest or appeal further agree that the protest and appeal procedures provided for in the AMA MotoAmerica Mini Cup Championship Final Regulations are the exclusive remedy for the resolution of any disputes and renounce the right to, and shall not pursue, recourse to any arbitrator, court or other tribunal not provided for in the AMA MotoAmerica Mini Cup Championship Final Regulations. No court action of any kind may be taken by any participant. By reason of participation in an event, each participant waives any rights such participant may otherwise have to be a party to or take any action in court seeking legal or equitable relief against any decision, lack of decision or action of any kind by the officials or anyone acting on their behalf or the appeal panel. Each participant acknowledges that participation in an event by other participants is, in part, on reliance on this waiver. If a participant initiates or participates in litigation in violation of this rule, all participant privileges may thereupon be suspended and subject to disciplinary action deemed warranted by the AMA.

6.6.4 Time limits for the lodging of an appeal

The time limit for lodging a statement of appeal is:

against a decision of the Race Direction	30 minutes
against a decision of the AMA Appeal Stewards	1 hour
statement of appeal before the Permanent Bureau	5 days

The time limits shall be taken from the date and time of receipt of the decision by the appellant.

6.6.5 Lodging of an appeal

To be admissible, the statement of appeal must be submitted in writing (appeal before the AMA Appeal Stewards) or, sent by registered letter, special courier or email to the AMA to be forwarded to the MotoAmerica Permanent Bureau. It is the appellant's responsibility to assure receipt of the appeal within the time limits.

The correct security deposit for appeal must be handed to AMA Chief Steward for an appeal before the AMA Appeal Stewards or paid to the AMA for an appeal to the MotoAmerica Permanent Bureau.

6.6.6 Security deposit for appeals

The amount of the security deposit is 600 USD or equivalent, returnable if the appeal is justified.

Teams and riders contracted to compete in the Championships may submit a letter of guarantee.

Within 10 days following the statement of appeal before the MotoAmerica Permanent Bureau, the appellant provides a brief of appeal stating the facts to the AMA.

If the appeal was not lodged and/or the security deposit for the appeal was not paid within the deadline specified in article 3.4.9, the appeal will be declared inadmissible without hearing.

6.6.7 Security deposit payable upon adjournment

If an adjournment to call further witnesses is ordered upon the request of one of the parties involved, this party must provide an additional financial guarantee within a time limit to be fixed by the disciplinary body. The hearing will not be continued until this guarantee has been paid. In the event of no provision of the guarantee within the time limit, the disciplinary body will decide on the appeal based on the evidence of the original witness.

6.6.8 Time limits to be observed for appeal hearings.

The AMA Appeal Stewards must be convened to examine an appeal immediately after the brief of appeal is received. The AMA Appeal Stewards must in all cases announce a decision immediately following the hearing of the appeal.

The MotoAmerica Permanent Bureau must be convened to examine an appeal not later than 6 weeks after the brief of appeal is received.

6.6.9 Appeal hearings and decisions

a. Hearings should be held immediately after an appeal if practical. If not practical, the parties involved should be notified and a time established to conduct the necessary hearings. Hearings should be arranged for the same day and in exceptional cases up to but no later than 14 days after the appeal. All hearings must be conducted with a minimum of two members of the AMA Appeal Stewards Panel and not later than 14 days after the appeal unless otherwise agreed by the AMA Appeal Stewards Panel and the party affected by the appeal. If the investigation is delayed for circumstances beyond the control of the AMA Appeal Stewards Panel (ie parts or fuel sent out for testing etc) then the party must be notified in writing of the nature of the delay and be kept updated every 7 days.

b. During an official hearing only (1) Rider and (1) Rider Representative will be allowed. Inclusion of other person(s) will be at the sole discretion of the AMA Appeal Stewards.

c. Appeal decisions should be issued immediately after the appeal hearings if practical. If not practical, decisions should be issued no later than the end of the same day and in exceptional cases up to but no later than 7 days after the protest. Appeal decisions must be issued in writing no later than 7 days after the appeal unless otherwise agreed by the AMA Appeal Stewards Panel and the party affected by the appeal, or the hearings are delayed.

d. The appeal must be judged according to the provisions of the Regulations.

6.6.10 Effect of an appeal

On request of the appellant, the AMA Appeal Stewards may decide a stay of the provisional execution adjudicated by the Race Direction by injunction or in its decision.

On request of the appellant, the MotoAmerica Permanent Bureau may decide a stay of the provisional execution adjudicated by the AMA Appeal Stewards by injunction or in its decision.

6.7 GENERAL DISCIPLINARY PROCEDURES

6.7.1 Right to a hearing

It shall be the unquestionable right of any person or body charged with any offense under the Regulations to defend themselves, either in person or by proxy.

If any of the parties duly convened do not appear, judgment can be rendered by default.

The disciplinary or arbitration bodies may decide that the hearing take place by means of a telephone conference call or through any other means of communication using a telephone or electronic device. Such a method of conducting a hearing shall only take place with the consent of all parties involved**.**

6.7.2 The Hearing

The hearing shall be conducted in English. Should one of the parties wish to use another language, it shall provide the necessary interpreters at its own expense.

The appellant must be present or duly represented, failing which, the protest will not be admissible, and the costs shall be borne by the appellant.

Once the proceedings have begun, each of the parties involved will state their respective cases without the witnesses being present.

After the statements of the parties concerned, the disciplinary or arbitration body shall hear the various witnesses and experts to complete the evidence. The parties involved in the case shall have the right to question all witnesses and experts on their evidence.

Any member of the disciplinary or arbitration body may, at any time during the hearing, question any of the parties involved, the witnesses and experts.

6.7.3 Witnesses and Experts

Each party is responsible for the convening and appearance of its own witnesses, as well as their expenses.

6.7.4 Judgment

Decisions of all disciplinary or arbitration bodies will be reached by a simple majority of votes. All members will have equal voting rights, which must be exercised when a decision is required. Abstention is not permitted.

Each member of the disciplinary or arbitration body binds himself to keep all deliberations secret.

6.7.5 Notification of Judgments

The decisions of the Race Direction or AMA Appeal Stewards must be in writing and the parties notified directly at the event venue. In exceptional circumstances, where it is not practical to conduct hearings and/or make decisions at the event, the process must be completed as soon as possible and not later than 14 days from the date of the incident unless otherwise agreed by all parties affected. If the investigation is delayed for circumstances beyond the control of either party, then the party must be notified in writing of the nature of the delay and be kept updated every 7 days. If the judgement is not made at the event, it will be addressed to the parties by registered letter with acknowledgement of receipt. All judgments of the MotoAmerica Permanent Bureau must be notified, in writing, by registered letter with acknowledgement of receipt to inform all parties concerned.

6.7.6 Publication of Judgments

The disciplinary or arbitration body imposing a penalty or adjudicating a protest, or an appeal must have its findings published and quote the names of all parties concerned. The persons or bodies quoted in these statements have no right of action against the AMA or MotoAmerica nor against any person having published the statement.

Furthermore, final decisions will be published in the media center unless the arbitration body itself decides otherwise.

6.8 COSTS OF PROCEDURE

The costs of a disciplinary or arbitration decision will be assessed by the AMA and will be awarded against the losing party unless the arbitration body decides otherwise.

6.8.1 Payment of fines and costs

If the penalty is definitive, all fines and costs must be paid to the AMA within 30 days of notification of the judgment decision according to Article 3.5.5. The person or body affected by the decision shall be automatically suspended from participation in all FIM North America and AMA activities, until such time as full payment has been received.

6.9 LAW OF MERCY

The AMA, after consultation with the MotoAmerica Bureau may mitigate or completely forgive the penalty of a person or group of persons after having exhausted all the appeal procedures.

AMA / MotoAmerica Appeal Form

When filling in this form, please give details concerning, the identity of the person(s) concerned, his/her function (rider, FMN, entrant, manufacturer, official, starting and/or licence number, etc), as well as References to Rules, Articles, etc.

Event: _____

Venue: _____

Session: _____

Date: _____ **Time:** _____

Decision being appealed: _____

Rider or Team Manager: _____

Rider or Team Manager Signature: _____

AMA Appeal Stewards Panel

AMA Chief Steward: _____

FMNR Steward: _____

Other Participants

Name / First name: _____

Position: _____

Name / First name: _____

Position: _____

Reasons:

FOR AMA USE / To be completed by the AMA Chief Steward

☐ **Appeal** ☐ **Hearing ex officio**

Date of appeal: _____ **Time of appeal:** _____

Appeal letter added to the decision of the AMA Appeal Stewards Panel ☐ **Yes** ☐ **No**

Appeal fee paid 600 USD ☐ **Yes** ☐ **No**

Appeal fee guaranteed by MotoAmerica: ☐ **Yes** ☐ **No**

MotoAmerica Signature: _____

AMA / MotoAmerica Protest Form

When filling in this form, please give details concerning the identity of the person(s) concerned, his/her function (rider, FMN, entrant, manufacturer, official, starting and/or licence number, etc), as well as References to Rules, Articles, etc.

Event: _____

Venue: _____

Session: _____

Date:_____**Time:** _____

Name of rider/team filing protest (Print): _____

Rider or Team Manager Signature: _____

Name of Rider being protested: _____

Single item being protested: _____

Administrative Protest:

_____
_____
_____
_____
_____
_____
_____
_____
_____

Technical Protest:

_____
_____
_____
_____
_____
_____
_____
_____
_____
_____

Protest Received by (Print): _____

Protest Received by (Signature): _____

Protest Fee (300 USD) Received by (Print): _____

Protest Fee Received by (Signature): _____

FOR AMA USE / To be completed by the Race Direction

☐ **Protest** ☐ **Hearing ex officio**

Date of protest: _____ **Time of protest:** _____

Protest letter added to the Race Direction ☐ **Yes** ☐ **No**

Protest fee paid 300 USD ☐ **Yes** ☐ **No**

Protest fee guaranteed by MotoAmerica: ☐ **Yes** ☐ **No**

MotoAmerica Signature: _____

AMERICAN MOTORCYCLIST ASSOCIATION

MOTOAMERICA