



ASMGP
AMERICAN SUPERMINI GP

American SuperMini Grand Prix (ASMGP) 2019

2019

Rules & Regulations

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CHAMPIONSHIP

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Introduction

Intent of Manual

This document is intended to explain our events, procedures, and race regulations for fair, safe, and competitive racing. These rules are designed to provide for the orderly conduct of motorcycle races and shall govern the conditions of all American SuperMini Grand Prix (ASMGP) events. No expressed or implied guarantee of safety shall result from compliance with these rules and regulations.

Association Objectives

The mission of ASMGP is to enrich and expand the sport of motorcycle riding by providing the general public with rider trainings, track events, and our race series. The objective of ASMGP is to offer riders a dedicated racing series and quality events which promote goal setting and achievement, dedication, hard work, good sportsmanship, and great competition in a family-friendly environment. ASMGP will be the foundation for racers who wish to pursue motorcycle racing as a career.

Rules and Regulations

General Rules and Regulations

Every racer must understand the rules in this document. **Racers are responsible for familiarizing themselves with these rules and regulations prior to racing with ASMGP.** Additionally, racers are responsible for each of their guests and/or pit-crew members, as well as familiarizing these parties with the rules and safety protocols.

All participants are responsible for their own safety, including but not limited to satisfactory assessment of the facilities, track, current conditions, and other safety concerns related to their event.

All participants who register for ASMGP events shall agree to the terms and conditions of ASMGP including but not limited to the signing entry forms, license applications, and liability waivers.

ASMGP prohibits discrimination based upon race, gender, sex, national origin, religion, veteran status, familial status, marital status, parental status, creed, sexual orientation, or any other classification protected by relevant state and federal legislation.

Because it is impossible to anticipate every possible circumstance, the official responsible for the operation of an event shall rule on any area of dispute. The decision of the Race Director shall be considered final.

If a rule needs clarification, please email ASMGP at: info@asmgp.com.

Media and Privacy Terms and Conditions

Attendance of ASMGP events constitutes an implicit agreement to be recorded on media (including but not limited to film, video tape, digital recording media, etc.) by staff, volunteers, designated photographers or designated videographers. ASMGP reserves the right to record any image or footage of any person(s) or equipment, and will hold copyright of the recorded media.

Members of the Press

Members of the press who represent a specific publication and possess credentials from that publication may request to cover an event. We ask that requests be made a minimum of 24 hours prior to the event in question, via email to info@asmgp.com.

For safety and insurance purposes, members of the press shall be subject to the directions of the ASMGP Race Staff and Corner Marshals during the event. Failure to comply may result in a loss of press privileges for the event.

Track Regulations

The following regulations apply to all ASMGP events, unless otherwise noted. All participants (riders, pit crew, and spectators) are required to adhere to

Medical Conditions and Medications

Competitors are responsible for informing ASMGP of any and all medical conditions which may worsen as a result of participation, put others at risk, and/or modify their treatment by on-site medical personnel.

If a rider is taking any medication(s) which may impair their reflexes and/or judgement, they must inform race direction. Race direction may request that a medic evaluate if a rider is alter and fit enough to race.

Any riders found to be participating in an event while under the influence of any controlled substance (which has not been disclosed to and evaluated by ASMGP) will be prohibited to race, forfeit their fees, and be subject to other disciplinary action.

Speed Limit (Off-Track)

Vehicles travelling in the pit area are restricted to a fast walking pace. This speed limit applies to all wheeled vehicles, including but not limited to cars, race machines, pit bikes, motorized scooters, and bicycles. Stunting (wheelies, stoppies, powerslides, etc.) is prohibited.

Fire Extinguishers

All riders must have a fully functional, ABC rated and charged fire extinguisher readily available in their pit at all times.

Conduct & Etiquette

Our community includes riders and spectators of all ages. While racing can be an emotional sport for both riders and spectators, behavior that is generally accepted as offensive, abusive, disrespectful, or inappropriate will not be tolerated. Such behavior may warrant a warning, followed by penalties and other disciplinary action, including but not limited to suspension and expulsion from the race organization, in severe and repeated incidents.

Non-Rider Restrictions

Anyone who is not a participating rider must stay off the track at all times. This includes parents and guardians of youth riders. The following are the only exceptions:

- Staff
- Staff-approved media and volunteers

- Individuals with a pre-approved arrangement with staff (e.g. parent or guardians helping their child with race starts)

Alcohol

Alcohol consumption is not permitted by any rider or crew member during races. Alcohol may only be consumed by non-riders and non-crew members in the designated spectator area. Consumption of alcohol is prohibited in the pit area.

Any riders or crew members found to be intoxicated during the race event will forfeit their participation and fees for the day. The individuals involved may be asked to leave the venue for the day. Further violation of this rule may result in expulsion from the organization.

Smoking & Vaping

Smoking (any substance and in any delivery system) and vaping is restricted to designated areas only at all ASMGP events. Smoking outside of designated areas is strictly prohibited.

Anyone found smoking outside of the designated area will be subject to warning. Repeat violations may result in a fine and/or expulsion from the event.

Food & Drink

All participants are encouraged to bring plenty of food and beverages to the track. Not all tracks have restaurants, stores, and other amenities in close proximity to them.

Cooking

Any cooking method involving heat (which may pose a safety hazard) must be cleared by ASMGP staff before any cooking starts. Once approved, the cooking area must have a fire extinguisher within reach and be actively monitored and managed at all times. Fuel and other flammable materials must be kept away from the heat source.

Pets & Small Children

Small children must not be left unattended. All pets must be kept on-leash at all times, or otherwise restricted from freely roaming the premises and race area. If a pet is witnessed off-leash and running free, the owner or responsible party may be subject to a \$50.00 fee. If a pet is left unattended (in a vehicle, pit area, etc.), it must be checked upon regularly. All pet waste must be picked up and disposed of by whomever is responsible for the pet. Failure to clean up after a pet is subject to a \$50.00 fine. Please be courteous to your neighbors and find a trash can far away from others' pits when disposing of pet waste and/or diapers.

Trash

All riders are responsible for leaving their pit area in a clean, reasonable condition (comparable to that at the time of their arrival).

Oil, fuel, or other hazardous waste materials must not be left at the track. Any rider found guilty of leaving the aforementioned materials at the track will be subject to a clean-up fee of \$200.00.

Rider Requirements

ASMGP invites the participation of riders capable of operating their race bike in a safe and controlled manner in a race environment. Riders must be deemed mentally and physically fit to race.

NOTE: All racers are REQUIRED to attend the Mandatory Rider Safety Meeting at each event.

Adult Racers

Adult racers must possess basic riding skills. For those new to motorcycling, an ASMGP track day is strongly recommended. Race entry is dependent on Race Director approval and/or testing.

Youth Racers

Riders must be a minimum of six (6) years of age to race with ASMGP. Youth racers must possess good balance, awareness, basic riding skills, and must be accompanied by their legal guardian.

Riders under the age of eighteen (18) must have written consent (signed waiver) on file with ASMGP signed by a parent or legal guardian.

Technical Inspection Requirements

Prior to track entry, all participants must subject both their required gear and race machine(s) to technical inspection by ASMGP staff. The gear and machine(s) to be used on track must pass this technical inspection prior to engagement in any on-track activity.

Machines and gear that have passed technical inspection will be issued tech stickers. One sticker must be displayed on the bike(s) that have passed technical inspection, and one on the helmet of each set of gear that has passed technical inspection.

Tech inspections are held once right before entering the track (on Saturday) and always on race day (Sunday) during the scheduled tech-inspection period.

In the event of a crash, all involved race machines and equipment must submit to re-inspection, prior to continued participation in track activity.

Rider Safety Gear

The following gear is required for all riders participating in ASMGP races and on-track events. This required safety gear must meet the following, minimum standards.

Crashed Gear Policy

Any gear which has been inspected and approved, then damaged (whether visible or not) during a ASMGP race event will require a RE-TECH. If a ASMGP official determines that the gear is damaged beyond effective use as a protective safety device, the rider is required use replacement gear which must also pass tech inspection. If a rider does not have or cannot find replacement(s) for the damaged gear, that rider will be ineligible to continue racing for the day. Any race classes for which the rider is registered other than the race in which the incident occurred will be carried over to a future ASMGP event.

Helmet

All ASMGP competitors must wear helmets which are rated SNELL M2010, ECE 22-05, BSI 6658-85 (Type A, B, or AF/R), or better, and must be in good condition (as determined by Tech) and not manufactured more than 5 years prior to the date of the event. Helmets must be taken to Technical Inspection and must display a ASMGP Helmet Tech decal prior to being allowed on the track. MX helmets are ok, as long as they have an integrated chin guard. Modular helmets and open-faced helmets are not allowed. SNELL SA or K IMHO (rated for automotive use) are not be allowed.

Helmet Shield

Helmet shields must remain closed while racing motorcycles on the track. Helmet face shields, eye glasses or goggles must be made of shatterproof material.

Racing Suit

Suits must be constructed of leather or purpose-built textile suits (for riding/racing) with Kevlar or other protective materials and industry standard (CE) armor. Separate jackets and pants are acceptable only if they zip or snap together to make single unit of clothing (no exceptions). No shoddy patch-worked suits with exposed skin will be allowed.

Duct tape is not an acceptable permanent fix. A damaged suit being held by duct tape will be given a "fix-it" ticket and must be properly repaired by the following round.

Suits must be properly fitted, such that armor remains in its proper place. Over-sized suits that are excessively baggy will not be permitted.

Gloves

Gauntlet-style gloves must be worn on track. Leather is preferred, but combinations of leather and other materials are acceptable, provided they are professionally manufactured by a reputable maker or repaired at a professional and safe level. Gloves must fit so there is no gap between them and the leathers. No shoddy patch-worked gloves with exposed skin will be allowed.

Boots

Boots must be designed to cover and support the rider's ankles be at the height of at least the bottom of the rider's calf. Boots must fit so there is no gap between them and the leathers. The boots must be mostly leather and have all fasteners which secure the boot to the rider in working order (including buckles, straps and zippers).

Back Protector

All riders participating in ASMGP events must wear a back protector designed for use specifically as a motorcycle back protector. The back protector must be CE-certified and in good working condition. Single-impact foam and honeycomb aluminum back protectors must be free of structural damage. Suits or jackets with a speed-hump are not considered approved back protectors.

General Race Machine

All race motorcycles must pass technical inspection in order to participate in any race event.

Motorcycles which have been black flagged for mechanical reasons, or have been involved in an accident where mechanical parts are damaged, must be re-inspected before continuing to race. If the bike only suffers cosmetic damage (all controls are working to safely pilot the bike and no fluids are leaking), then the rider may finish the race before coming in for a technical inspection. The bike must be re-teched after that race and before continuing to race after.

Any motorcycle entering the race track without having passed tech-Inspection will be black-flagged (removed from the track).

A motorcycle passing technical inspection may still be subject to protest; if the Technical Inspector does not notice an illegal modification or a failure to conform to ASMGP requirements, the rider is still responsible to have their bike comply with ASMGP requirements; be it their own or borrowed.

The Technical Inspector may, at their discretion, allow a "Temporary Fix" for a particular race weekend. The rider or his crew are required to point out any known problems or potential problems with their race-bike.

ASMGP technical Inspection reserves the right to request any motorcycle and/or gear, at any time to be brought to tech-inspection to check (or recheck) for compliance.

All race-machines must be kept in clean and good-working order. Dirty race machines can take more time to inspect, therefore a dirty race-machine is subject to inspection failure and/or fine.

All machines participating in ASMGP events must prominently display the ASMGP decal on both sides of their machine.

Controls

- All race bikes must have an operating and marked engine kill switch on the handlebars. Dead-man tethers are allowed and suggested.
- All race bikes must have a self-closing throttle and functioning front and rear brakes.
- Kick-start levers may remain on the machine.
- Clutch and Brake Levers must have at least a ½” ball on the end.
- Handlebars must satisfy one of the following requirements: 1) have end plugs, 2) be solid, or 3) retain the stock bar-ends. Handlebar ends may not be hollow or ground to a sharp end.

Coolant

- Water-cooled engines may use plain water or Water Wetter (or a similar product) cooling system rust and corrosion inhibitor at a concentration of 0.5 ounces per quart of plain water.
- Silkolene Pro CCA (Corrosion Control Additive) is also allowed.
- Glycol-based antifreezes are prohibited.

Fasteners

- Substantial gauge “R” type spring clips may be used in certain applications but must be wired to the machine.
- Tab washers designed to accept safety wire may be used.
- Safety pin style clips may be used on most items but NOT on oil drains or oil filters.

Fuel

- Only commercially available gasoline and commercially available race gas (obtainable without special licensing) may be used as a race-bike fuel. Nothing may be added to the gasoline except commercially available, approved octane boosters and lubricating oils. All gas is subject to testing.
No chemical supercharging (i.e. nitrous oxide) in any stock based class.
- Catch cans or bottles must be used for fuel.

Bodywork

- Bodywork must feature clearly visible ASMGP official racing stickers on each side of the machine.
- All fairings and cowlings must be securely fastened.
- Glass and plastic lenses (lights) must be taped. Clear tape may not be used. Removal of lights is recommended.
- License plate and brackets must be removed.
- The seat or fender must extend toward the rear, past a line drawn vertically through the rear axle.
- Side-covers that “snap-on” must be removed, wired, taped, or bolted into place.

Brakes

- Brake lines and reservoirs must be free of leaks and air.
- Brake pad retaining pins must be secured in a visible manner such as with a R Clip or safety wire. Silicone is acceptable, but not preferred.

Frame and Swingarm

- All frames and swingarms must be free of cracks and kinks.
- All welds must be sound.

Tires

- Tires must be in good condition as determined by the technical inspector.
- Tires must be of the original tread pattern and may not be altered or grooved.
- No off-road knobby tires may be used with exception for Novice 50 class bikes.
- No recapped or retreaded tires may be used. Glued, pre-cured retreads are not allowed. Purpose-built racing slicks by a major tire manufacturer are allowed in all classifications.
- Tire valve caps must be used, and should be metal or hard plastic.

Wheels

- All wheels must be in true alignment and free of cracks.
- Spoked wheels must have no missing, broken, bent, or loose spokes.

Muffler

All race machines must use muffling devices that limit the exhaust sound to 105dBA. The noise level may be measured while the machine is on the track during practice sessions and racing events. A static test may be used off track to measure the noise level by holding the dB meter at 48 inches and at a 45 degree angle from the exhaust opening(s). The engine will be steady at 1/2 of redline during this test. If a machine measures over the limit with either test it will not be allowed to participate in any further events during the weekend until it has been brought under

compliance. Certain race tracks may require lower limits and at these tracks those sound limits will be enforced and noted on race entry information.

Race Numbers

Number Selection/Assignment

All bikes competing with ASMGP are required to display assigned ASMGP race numbers. Riders that competed during the previous year, have the option of using the numbers based on their overall finish position (#s 1-11 will be reserved for this) or keep the number they ran. All members may request an available number of their choice. Number availability can be viewed on the ASMGP website.

Competition numbers are numeric characters only. Alphabetical characters are not permitted (allowed as temporary numbers for guest racers only).

If a membership has been purchased, but member does not register for events, their assigned number will be reserved until their license expires, at which point the number will be made available. Numbers can only be reserved for current (active) members. Memberships must be renewed on an annual basis.

Visibility of Numbers

Numbers should be composed of paint or vinyl graphics which do not interfere with the integrity or performance of any part of the motorcycle or rider. Race numbers must be clearly visible and readable. Side numbers can be on the lower fairing, tail section or a combination of both. Numbers on the top of the tail (not visible from the side) do not satisfy these requirements.

Safety-Wiring

The following items must be safety-wired:

- Oil filler caps
- Oil drain plugs
- Spin-on oil filters/filter bolts

The following items must be checked and are preferred safety-wired but are not necessary

- Axles and axle nuts
- Axle caps and/or pinch bolts
- Brake line banjo bolts
- Brake caliper bolts
- Clip-Type Master links
- Radiator caps and drain bolts
- Removable exhaust baffles
- Rear exhaust mounts

The following items MUST be clamped or safety wired:

- Fluid-carrying lines

Aircraft nuts, locknuts, Loctite, or similar compounds are not suitable substitutes.

Motorcycle Racing Classes



Street Mini

This class is intended for any of the 125cc four stroke air cooled street bikes such as, but not limited to, Honda Grom, Kawasaki Z125, and Motrac.

- Maximum 125cc air cooled
- Mods allowed, must maintain stock displacement



MotoA

190cc air cooled four stroke, 150cc water cooled four stroke and 85cc two stroke GP bikes with intake/engine in stock trim

- Maximum 85cc two-stroke.
- Maximum 150cc four-stroke, water-cooled.
- Maximum 190cc four-stroke, air-cooled.

Preferred Bikes Include

- 190cc Ohvale GP-0
- Honda CRF-150R
- 85cc Two Stroke Motard



MotoB

160cc air cooled four stroke and 65cc two stroke GP bikes of all makes and models

- Maximum 65cc two-stroke.
- Maximum 160cc four-stroke.

Preferred bikes include but are not limited to

- 160cc Ohvale GP-0
- Kawasaki KX65 (72cc bore Exception)
- KTM SX65
- NSF100 (Modified)



MotoC

110cc air cooled four stroke and 50cc two stroke GP bikes of all makes and models. Bikes not listed may be allowed but will require approval

- Maximum 50cc two-stroke.
- Maximum 110cc four-stroke

Preferred bikes include but are not limited to

- 110cc Ohvale GP-0
- NSF100 (Stock)
- KLX110 or similar

Racing Up A Class

Riders that are deemed capable will be allowed to race up a class.

EG.

- KX65's may race in MotoB as their primary class and MotoA, racing up a class.
- 110 Ohvale GP-0 - may race in MotoC as their primary class and MotoB, racing up a class.

Track Procedures

The following procedures will be observed and enforced during ASMGP track activities (practice, races, etc.).

Timing System

ASMGP utilizes the MyLaps timing system. Used by professional racing organizations including FIM, MotoGP, AMA, and WERA, it is the most widely respected and trusted timing system in the world.

Timing System Failure

In the unlikely event of a timing system failure, the event will be scored manually. If a system failure occurs during a race, the heat may be red flagged and restarted at the discretion of the Race Director.

Transponders

Each rider is required to have a working transponder in order to participate in ASMGP events. Only the AMB transponder is accepted. ASMGP has a limited number of transponders available for rental. These transponders will be issued based on order of registration. Any transponders rented from ASMGP must be returned at the end of the day. If a transponder is lost or damaged, the responsible party will be required to pay the current manufacturer's price for a brand-new replacement. Failure to return a rented transponder to ASMGP within 3 days following an event may result in a rider being charged for a replacement transponder.

If all transponders are rented out at an event, it is the racer's responsibility to secure a transponder in order to race. If ASMGP anticipated that there may be a shortage of rental transponders, an announcement may be made to notify participants prior to the event.

Racer-Owned Transponders

If a racer elects to supply and use their own transponder, it is that racer's responsibility to ensure the unit is fully charged at the technical inspection, and that it retains enough charge to be effectively used throughout the day. It is the racer's responsibility to ensure that their personal transponder is functioning properly.

Mounting

The AMB transponder must be secured to the bike with zip-ties, transponder mounting cradles, tape or a combination.

The bottom of the transponder should be facing towards the ground for best signal. It should be mounted in a way that there is no interference from the base to the timing loop in the ground (again for best transmission of the signal). Mounting should also be done in a way that the transponder doesn't get damaged in a crash. The transponder must be mounted on the left fork leg, facing towards the rear. The technical inspector may make any adjustments necessary to ensure appropriate mounting.

Racing Multiple Bikes

It is the rider's responsibility to ensure that their transponder (rented or personal) is properly mounted and functioning during practice, qualifying, and racing.

Transponder Failure

Any laps missed due to improper mounting, insufficient personal transponder charge, or personal transponder malfunction will not be reinstated. If no laps are recorded, the racer will receive a DNS (Did Not Start) for that race.

Race Day Practice

ASMGP will run the scoring system during race day practice, in order to ensure that the timing system is properly reading all transponders.

If, during practice, the timing system does not properly register a transponder, ASMGP staff will attempt to notify the rider with the faulty transponder. It is then the rider's responsibility to obtain a working transponder in order to race. In the rare event (since pick up is tested at morning practice) an ASMGP provided transponder doesn't functioning properly during a race, ASMGP will replace the unit with a functioning one and lost laps will be credited.

Qualifying

Qualifying for sprint races is typically held the Saturday afternoon preceding lunch, unless otherwise announced. It is usually run over the course of an hour, during which alternating groups/classes will set lap times. The fastest lap recorded for each rider in each session will serve as the qualifying lap time for the next day's races.

Grid Position

It is the responsibility of the rider to know their grid position in each race. Grid positions for ASMGP will be assigned based upon the following criteria:

1. Qualifying lap times
2. Order of arrival at the back of the grid, if rider has forgotten their grid position

Event Structure

All riders are expected to be familiar with these proceedings, and adhere to the requirements outlined below.

If the Race Director feels a break is required, an announcement will be made to notify all participants.

Registration & Sign-In

All riders, whether pre-registered online or registering at the event, must go through the registration and sign-in process. During this process, all participants (riders, pit crew, and spectators) must sight the ASMGP liability waivers. Riders registering on-site may pay with cash or credit cards.

Transponder Rental

Transponders are required to race with ASMGP. Racers may rent a transponder from ASMGP. In addition to the rental fee, a current and valid driver's license is required, to be held in exchange for the transponder. Transponders are to be mounted prior to technical inspection. Technical Inspectors will verify that the transponders are mounted in a secure, acceptable manner.

Technical Inspection

All machines and required gear must pass technical inspection prior to entering the track. Machines and gear may be inspected at the beginning of each day, as well as after any incidents. Upon passing tech, a unique decal will be placed on the windscreen or front number plate in a manner visible to flaggers and staff.

Mandatory Rider Safety Meeting

All racers are required to attend the rider meeting for a general safety review, overview of the day's events, and announcements. Failure to attend the rider meeting on time may jeopardize participation for the day, as well as any registration fees.

Racers who are minors are still subject to this rule. The parents/guardians present are responsible for ensuring that their racer(s) are on time, in attendance, and attentive to the rider meeting. Failure to do so may incur the same penalties as adult racers, listed below.

Riders who have pre-registered for an event but are unable to attend must inform ASMGP before the rider meeting. A credit will be issued for that rider to apply to a future ASMGP event.

Riders who are tardy or absent from the rider meeting are subject to the following penalties:

- Late: 1 point penalty and start at the back of the the grid in all classes
- Absent, or missing most of the meeting: 5 point penalty and start at the back of the grid in all classes
- Forfeit participation and fees, at the discretion of the staff and race direction.

No one is too experienced or too important to miss the rider meeting.

Calls for Races

All riders should have their bikes fueled and ready by first call. It is a rider's responsibility to be ready and on the track during their sessions. Not all calls may be given, though efforts will be made to provide them as a courtesy.

First Call

This call will be given approximately ten (10) minutes before the start of each race.

Second Call

This call will be given approximately five (5) minutes before the start of each race.

Immediate Call

This is the final call for each session. Riders should be on their race machines in the pre-grid area or on their way when they hear this call. If they are not in the pre-grid area, riders have approximately one (1) minute to get to the pre-grid area and be ready to race.

Riders arriving to the pre-grid area after other racers have been flagged onto the track may forfeit both their warm-up lap and grid position, and be held in the pre-grid area at the flagger's discretion, until the track is clear for their entry. Riders will forfeit their warm-up lap if the first rider on track is approximately halfway through the circuit.

If a rider is not in the pre-grid area, ready to race, by the time the group reaches the grid at the start/finish after the warm-up lap, the race for that rider will be forfeit and a DNS will be recorded. Neither credits nor refunds will be granted to Did Not Starts (DNSs) and forfeits.

General Track Procedures

Track Entry

Riders whose gear and machines have passed technical inspection and display the appropriate tech sticker(s) may be permitted to enter the track, as specified in the morning's rider meeting.

During practice and races, riders will be notified by announcements, then cleared to enter the track by a corner marshall, race director, or other ASMGP staff.

Each time a rider enters the track, they must ensure there are no oncoming riders, waiting until it is safe if there are. They then must keep to the outside of the track, off the racing line, until they are up to speed.

Warm-Up Lap

Riders not in the pre-grid area or on track before the first rider in their group has completed approximately half of their warm-up lap will forfeit their warm-up lap and go directly to the grid (without running the course).

Riders who both miss the warm-up lap and are still not ready by the time the rest of the field is gridded will have one (1) minute to get to the the grid and will start at the back of the grid. If the rider cannot make it to the grid in the time allowed (Race Director will make the call), the race for that rider will be recorded as a DNS. If a rider has a mechanical issue and knows they will not be racing for the remainder of the day, they must notify Race Direction within 15 minutes of their withdrawal in order to receive a credit.

Cool-Down Lap

One (1) cool-down lap will be allowed after each race

Cool-down laps may be abbreviated or eliminated during practices.

Track Exit

Riders exiting the track must always follow the protocol covered in the rider meeting, and detailed below.

Riders exiting the track must, on all occasions, signal their intent to exit the track by prominently raising their left hand above their head in a manner visible to other riders and race officials.

Riders must signal that they are exiting the track each time they do so, regardless of whether or not they are the only rider on track.

Once a rider has signaled that they are exiting the track, they must exit the track.

Failure to signal properly before exiting the track may result in penalties and/or fines, including but not limited to the following:

- Sprint Races: A two (2) point penalty will be given to a racer each time they fail to observe proper exit procedure, including the hand signal.

False Starts

In the event of a false start, the rider/riders who jumped the start will be given a ride-through penalty (exit and re-enter the track). If multiple riders jump the start, race direction reserves the right to issue penalties and/or restart the race.

Race Incidents and Rough Riding

Race Incidents

Motorcycle racing is a competitive sport in which riders push their limits and the limits of their race machines. This sometimes contributes to “incidents” on the track, in which a rider surpasses the limits of their skill and/or their race machine. Race incidents may involve a single rider or multiple riders.

Unless a rider is witnessed riding in a “rough” or “dirty” manner, in which that rider is flagrantly at fault for the incident, racing incidents are generally considered “no-fault”, as they are a regular, though occasional, part of the sport.

After an incident on track, it is normal for riders to discuss what happened, apologize, shake hands, and accept that sometimes these things happen.

Reimbursements for damages or repairs to another’s race machine are not overseen by ASMGP, and left to the discretion of the involved parties.

Rough Riding/Dirty Riding

If it is determined that a collision was the result of “rough” or “dirty” riding, then appropriate actions will be taken to address the matter. There is no place for this type of behavior at ASMGP; the community’s focus is to race and have fun.

Protests involving rough riding must be made immediately after the race in which the incident occurred. This may cause a recess in the schedule until the matter is resolved.

There are two primary ways for a rider to be accused of rough riding:

- An ASMGP official personally witnesses the questionable riding and calls it.
- Protesting rider(s) in the same race or practice as the protested rider(s) witness and report the behavior.

If, after reviewing all witness testimony and evidence, Race Direction determines that a rider has engaged in rough/dirty riding, the penalties for the participant(s) may include one (1) or more of the following:

- The rider will start from the back of the grid in the race
- The rider will be disqualified from further participation in the day's events, and forfeit all fees.
- The rider will lose any points, prizes, and/or trophies which they may have won during the event.
- The rider may be suspended for the remainder of the season, or indefinitely.
- The rider's race privileges may be suspended until reimbursement has been made to the offended rider(s) for material damages.
- An official note will be made on the rider(s) record.

Race Direction reserves the right to exercise the above or similar penalties for repeated near miss incidents involving rough/dirty riding.

Protests & Tear-Downs

If a race machine is suspected of non-compliance with the rules, riders may request a protest to verify compliance/non-compliance.

A minimum of two (2) riders participating in the same race as the protested race machine must submit the protest to ASMGP Race Direction in writing. The written protest must be submitted either immediately before the race, or within 30 minutes of the race's finish.

Protests must be formally made to the Race Director, not the rider(s) in question.

Protest fees must be paid in advance by the protesting riders. If the protest is found valid, their money will be returned, and the protested rider will be responsible for paying all protest fines to ASMGP. If the protest is found invalid, the protesting riders will be responsible for paying the protest fees to the protested rider.

After initial review, the Race Director will confer with the Technical Inspector, protesting riders, and protested rider(s).

Protests will incur the following fees, to be paid by the parties outlined below, based on the findings of the tear-down:

- Protests which can be resolved by visual inspection, without the use of tools, will not incur a protest fee.
- Protests which require the removal of simple parts such as seats, fairings, covers, fuel tanks, etc., and not requiring fuel drainage, gasket removal, or gasket replacement, will incur a \$50 fee.

- Protests which require removal of the cylinder head, or cylinder or fluid drainage will incur a minimum fee of \$75.00 for two-stroke race machines, and a minimum fee of \$400.00 for four-stroke race machines.
- Protests which require any additional, internal tear-down will incur a minimum fee of \$100.00 for two-stroke race machines, and a minimum fee of \$600.00 for four-stroke race machines.

Protest fees will be paid in accordance with the following guidelines, based on the tear-down findings:

- If a race machine is determined to be **non-compliant** (not race legal for the class in which it was protested), the protested rider or owner of the race machine will be required to pay the entire protest fee(s) and fine(s) as outline above, and the rider will be disqualified from any race in which that race machine was entered.
- If a race machine is determined to be **compliant** (race legal for the class in which it was protested), then the protesting riders and ASMGP will be required to pay the appropriate tear-down and protesting fee(s) to the protested rider. The total fee(s) and fine(s) will be divided evenly amongst the protesting riders and ASMGP, and each party will be required to pay their portion of the cost(s).

Protests revealing non-compliance will result in the appropriate action. Such recourse may include but not be limited to penalties, denial of points, denial of trophies, forfeiture of prizes and/or awards, and disqualification from present and/or future events.

NOTE: If a rider does not make their machine available for protest review, the rider will be automatically disqualified from all races for the current event.

Disqualifications, Penalties, & Fines

The acting Race Director shall have the final say on all disqualification decisions. Riders may be disqualified from all points, awards, prizes, and/or continued participation in events, as well as fined for a number of reasons, including but not limited to:

- Repeated violation of any ASMGP rule(s) and/or regulation(s)
- Dishonored payments
- Allowing any animal to run loose, off-leash
- Instigating or engaging in a physical altercation at an ASMGP event. Anyone who is witnessed performing an act of violence against anyone in a non-defensive situation or anyone who threatens another will be banned. Abuse, fighting, and bullying will not be tolerated. Offending persons will be dismissed from the premises and may be suspended or banned from the organization permanently.

Racing Flags

Green Flag

A standing or waving green flag may indicate the start or restart of a race, the end of a caution section (Yellow Flag), or the end of a Red Flag period.

Yellow Flag

A **standing** yellow flag indicates that riders must exercise caution and be alert, but that there is no immediate danger on the track. There may be debris or an incident somewhere on the course. Passing is **prohibited** under a standing yellow flag.

A **waving** yellow flag indicates that riders must be alert and proceed with caution, due to immediate danger on the track. There may be an incident or unsafe condition in the immediate area. Passing is **prohibited** under a waving yellow flag, and will incur a one (1) lap penalty.

Red Flag

A standing or waving red flag indicates that the race has been stopped by a severe incident, technical issue, or timing issue. In the case of a Red Flag incident, riders must adhere to the following protocols:

- Upon recognition of a red flag, riders will raise their left hand above their head to acknowledge it, as well as warn other riders to slow down.
- Riders must be alert and watch for emergency vehicles, injured riders, debris, and fluids on the race track.
- All racers will gradually slow down, proceed to Start/Finish, and await further instructions.
- Under a red flag, riders are **prohibited** from pitting, unless instructed to do so by ASMGP staff. Pitting under a red flag will result in disqualification from the race.
- Passing is **prohibited** under a red flag, and will be penalized by placing the offending rider at the back of the grid for a restart.
- If/when the track is deemed safe, the acting Race Director will notify the starter/staff to resume racing.
- If a red flag is thrown, Race Direction reserves the right to call a race.

NOTE: Any rider directly involved in a red flag incident who requires attention from medical personnel will not be permitted to continue in that race. The rider must be cleared by the medic to the acting Race Director if the rider wishes to continue racing in subsequent heats. If it is the medic's opinion that a rider is not physically or mentally fit, then the rider shall be prohibited to continuing racing.

All motorcycles involved in a red flag incident must be brought back to Tech Inspection and pass their inspection before being allowed back onto the track.

Black Flag

A black flag will be displayed, then pointed at a rider as they pass. The black flag indicates that something is wrong with a rider, their equipment, or that they have been disqualified. When shown a black flag, a rider must exit the track and proceed to the pit area. There, they must check in with Race Direction or the starter. Riders violating this procedure are subject to event disqualification and/or a \$50 fine.

Crossed Flags

Crossed flags (typically the white and the checkered flags) displayed at Start/Finish indicates that a race is half over. This is a courtesy flag, and may not always be displayed during a race.

White Flag

A white flag displayed at Start/Finish indicates the last lap of a race. This is a courtesy flag, and may not always be displayed during a race.

Checkered Flag (Black & White)

The checkered flag indicates that a race or practice session has ended. Once they have passed the checkered flag, riders should proceed around the track at less than race pace to the designated exit, following the Track Exit protocol.

NOTE: In the event that a rider has a mechanical failure or their bike runs out of fuel, the rider may dismount and push their bike across the finish line in order to be counted as finishing the race, at the Race Director's discretion. The bike must not be leaking fluids or present any other apparent danger to others.

Membership, Registration, & Fees

Annual Race Membership

Only current ASMGP members are eligible for official race numbers, prizes, and other awards.

Membership fees are non-refundable and non-transferrable.

Please refer to the website for [membership details](#).

Registration & Fees

Track day, and race registration and associated fees are subject to change, based on venue and conditions. Please refer to the [ASMGP Reg Fees webpage](#) for a complete schedule of event costs.

Registration fees are per rider, not per bike.

Gate Fees

ASMGP currently does not have a gate fee

Refund Policy

ASMGP will not issue refunds for any fees, including but not limited to registration, additional race classes, and gear or equipment rental. Instead, ASMGP will issue credit, to be used for future events (in the same year only).

Riders who have pre-registered for an event, but are unable to attend, must inform ASMGP before the Mandatory Rider Safety Meeting. A credit will be issued for that rider to use at a future ASMGP event.

No refunds or credits will be issued to anyone who is asked to leave an event for reasons including but not limited to cheating, fighting, unsportsmanlike conduct, etc..

Rain Policy

ASMGP events will be held rain or shine, unless the track is deemed completely unsafe by Race Direction. If a track is deemed completely unsafe by Race Direction, the race will be cancelled, and all fees will be carried over to the next ASMGP event.

All rain races are automatically double points races.

Points & Awards

All racers will earn points based on the following criteria. However, only ASMGP racers with active memberships will be eligible for trophies and awards.

Point Scoring

ASMGP Championship Sprint Series

Position	1	2	3	4	5	6	7	8	9	10
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Points 1 Race Format (per class*)	20	18	16	14	12	10	8	6	4	2
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Places after 11th will not be awarded points.

Tie-Breaks

Tie breaks will be handled in the following manner, based on the circumstances:

- The combined results from all races will determine the podium positions at our awards ceremony. If there is a tie, the qualifying time of those involved in the tie will determine podium position.
- Ties in overall points will be broken by the number of race wins to date.
- Ties that occur in a single race will be determined by the fastest lap time.

Rain Policy

All rain races are automatically double points races.

Awards

The presentation of any awards, prizes, or gifts, other than those issued by ASMGP, is not permitted. Violations may result in both the willing recipient(s) and presenter(s) each receiving a twenty (20) point penalty and \$500.00 fine. Repeat offenders may be suspended from racing with ASMGP and/or expelled from the series.

Podium Ceremony

The results announced at the time of the podium ceremony are provisional. Occasionally, the results may require correction from those announced at the podium ceremony.

Contact

If you need to contact us for any reason, please use the information below.

Telephone: (972) 965 9696

Email: info@asmgp.com

Facebook: www.facebook.com/asmgrandprix

We use our Facebook page regularly for announcements. Please “Like” and “Follow” us to stay informed on that platform.