



2024 ASRA ROAD RACE RULEBOOK

UPDATED

12-18-23

PROVISIONAL

This rulebook prevails over other previous publications.

American Superbike Racing Association

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2024 schedule (updated)

December 2-3 Homestead-Miami Speedway
April 6-7 Carolina Motorsports Park
April 27-28 New Jersey Motorsports Park
May 4-5 Pittsburgh International Race Complex
May 25-27 Summit Point Motorsports Park
June 8-9 Blackhawk Farms Raceway
June 15-16 Summit Point Motorsports Park
June 22-23 Roebling Road Raceway
June 22-23 Gingerman Raceway (tentative)
June 29-30 New Jersey Motorsports Park
July 6-7 NCBIKE
July 13-14 Blackhawk Farms Raceway
July 20-21 Carolina Motorsports Park
August 17-18 Pittsburgh International Race Complex
August 31-Sept. 1 New Jersey Motorsports Park
Sept. 14-15 Blackhawk Farms Raceway
Oct. 17-20 Daytona International Speedway

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AMERICAN SUPERBIKE RACING ASSOCIATION L.L.C.

Title of the sanctioning body for all events conducted under the following rules.

ASRA Series is the title of the National/Regional Championship Series.

SECTION 1: DEFINITIONS GENERAL

ASRA has set forth these regulations. They may modify, add to, delete from, or grant exceptions to these regulations at any time.

ASRA reserves the right to prevent any entrant or entrants from participating in any American Superbike Racing Association event including, but not limited to, track days, practices, racing schools and actual competition. Likewise, the Referee or Race Director can prevent an entrant from competing.

ASRA reserves the right to revoke or suspend a rider's competition license for engaging in any practice, behavior, or action deemed to be detrimental to the sport of motorcycling in general, whether or not related to a specific event or competition.

ASRA reserves the right to disqualify or remove a rider from all results and championship standings for engaging in any practice, behavior, or action deemed to be detrimental to the sport of motorcycling in general.

ASRA AFFILIATES

An entity running events in an independent, cooperative format with ASRA, operating by these rules or rules of their own which will allow joint competition at the Race of Champions between their riders and those licensed directly through the ASRA office. All riders with Novice status from an ASRA affiliate will be licensed and compete with ASRA as Amateurs. It is the riders responsibility to notify ASRA of any change in licensing status with any organization during the calendar year.

ASRA Affiliates are allowed to add regional classes as they see fit.

ASRA Affiliates are not required to run all ASRA

Championship Classes, as long as there are SuperSport, SuperBike and /or Grand Prix classes that allow joint competition at the affiliated events.

ASRA Affiliates may institute minimum technical requirements that are different than those found in ASRA road racing rules as long as these requirements are readily available to all ASRA licensed riders via electronic or standard paper media.

It is the rider's responsibility to check with the hosting organization on specific rules differences before attempting to compete at an affiliate event.

RACE DIRECTOR/REFEREE

The individual responsible for all aspects of a race meets.

CHIEF TECH INSPECTOR

The individual responsible for inspecting all motorcycles and rider equipment at a race meet.

CHIEF TIMING AND SCORING

The individual responsible for running timing and scoring equipment.

HELP DESK

This will be typically located in the tech area, any issues during the day go here. Most questions can be answered here.

PIT STEWARD

The individual responsible for allowing entry to and from the racetrack.

STARTER

The individual responsible for displaying flags/lights to start or end practice, qualifying or races.

ASRA REGIONAL SERIES CHAMPIONSHIPS

Points earned are applied towards Regional Series Championships as well as Race of Champions entry.

The schedule for the season will outline which events pay points in each region.

REGIONS

-MIDWEST

-MID-ATLANTIC

-ATLANTIC

-SOUTH-EAST

FUEL

-Only petroleum fuels and gasohol are allowed. No fuel additives other than octane booster or oil are permitted. VP fuel up to and including MR12.

EXHAUST NOISE LIMITS

Tracks with noise limits lower than 103db will have the limit posted on the event schedule and event regulations.

Machines that fail to meet the noise requirement may be pulled off the track as soon and as safely possible, regardless of whether the race or practice session has finished.

OEM

Where required by class rules, original equipment, stock or OEM means specific to the make, model and year of the machine as delivered by the manufacturer. Superseded parts may be used only if the manufacturer no longer produces the original part.

SECTION 2: LICENSE/AGE REQUIREMENTS

AGE REQUIREMENTS

Applicants must be at least 10 years of age.

LICENSE REQUIREMENT

New applicants must provide proof of current racing experience, or a certificate indicating completion of an approved Riders School or Licensing Clinic within the previous 12-month period. ASRA shall maintain a current list of accredited schools.

Licenses from the following organizations are acceptable as proof of experience: AFM, ASMA, CMA, CRA, CMRA, FIM, NEMRR, AMA, MRA, OMRRA, SMRI, USCRA, PAN-AM.

Expert ranked riders who show a significant lapse in participation (over 3 years without a competition license) will be required to re-qualify for Expert status.

Riders who show a significant lapse in participation (over 5 years without a competition license) will be required to re-qualify for a competition license by normal licensing procedures.

Riders will be issued Regional Series licenses as Amateur or Expert.

Officials will issue Expert licenses to those riders with proven experience or ability as follows:

- Applicants who are renewing an ASRA Expert license or who are applying with an Expert license from one of the racing organizations listed above.
- Amateur riders with the organizations who are being upgraded to Expert.

-Any Amateur Rider who in the opinion of ASRA Officials has the ability and experience for Expert competition. Any Amateur rider who scores **450 points** within the previous season.

ASRA reserves the right to deny Expert Status to any Amateur who meets the point criteria and has not shown the ability and experience for expert competition.

-ASRA reserves the right to deny Expert Status to any Amateur who meets the Series Championship other criteria and has not shown the ability and experience for expert competition.

-ASRA Officials will issue an Amateur license to those riders who fail to meet the Expert qualifications as listed above.

STATUS CHANGES -

Riders who are changed in status during the season will forfeit their amateur or expert points.

ASRA reserves the right to postpone or cancel any scheduled event or class.

In the event an ASRA race is canceled before qualifying, all points and award monies are forfeit.

-Riders are responsible for the actions of their party.

Events may be run irrespective of weather conditions.

No refund or credit of entry fees will be considered as a result of inclement weather.

Pre registration period 14 days prior to event

SECTION 3: GENERAL REGULATIONS

Participants must have a valid credential on their persons at all times.

Mandatory riders meeting before the start of races for each day.

All racers must possess a current race license and sign the digital waiver for the event.

TECH PROCESS

-Bring your bike, with lower, removed for inspection. Mylaps transponder mounted on bike and helmet to tech. Along with your phone and ASRA license to check in your passport. Transponder must be charged and functional before coming to tech.

Entrant passes one at a time over a timing loop in tech to check the transponder. Scoreboard activates with entrant details for the weekend. If there is a problem this will be addressed in tech/help desk.

ASRA Qualifying and Gridding Procedures

-Expert/Amateur riders will be gridded based upon timed qualifying sessions. Riders will be gridded based on track density at each event. ASRA reserves the right to remove riders from the grid whose lap times are higher than 115% of the pole position time.

-Should two riders post equal qualifying times, the rider who posts the time first shall be awarded pole position.

Grid sheets will be posted indicating row and position of each rider. It is the responsibility of the rider to know your grid position. These will be posted online "live grid" also in a designated area at each event.

-During timed qualifying for certain classes, it is prohibited for entered machines to leave the hot pit area once the session has started until machines are tested or released by the Referee. Failure

to follow this procedure will result in a loss of all lap times recorded previous to the infraction.

SECTION 4: START PROCEDURE

Riders will be waved to enter the race course from Pit lane, with either white light/green flag for a sighting lap.

-Riders reach the grid after the sighting lap(s) they must take up their positions, display panels or cones, at the side of the track, indicating the row of the grid. You are responsible for knowing your grid.

-Only riders who have completed at least one (1) sighting lap. will be permitted to start the race from their position published on the final grid.

-Under no circumstances may they push their motorcycle onto the grid from the pit lane.

-Riders who did not make it out of pit lane before closure will be required to start from Pitlane. This will be at the discretion of the Pit Marshall and Race Direction. Pit Marshall will release rider(s) after the racers on track pass pit-out. For tracks that do not accommodate safe pitlane starts; late racers will forfeit their race.

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

RACE START

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

-Any rider who arrives after the riders have taken up position. will start the race from pit out., at the discretion of race control.

-Any rider who stalls his/her 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.

-Official will stand in front of the grid with a red flag motionless.

-At the start 1 or more red lights will illuminate After a period of 1-3 seconds all lights will extinguish denoting the start.

-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.

Jump Start Penalty/ wrong grid position

Any rider who anticipates the start or who is deliberately not in his or her starting box will be issued a time penalty during or after the race, up until the end of the protest period as described below.

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.

2. Time Penalty, Any rider who anticipates the start will be penalized by Race Direction.

The standard and minimum penalty is a time penalty of five (5) seconds and up to twenty (20) seconds which will be added to the results during or after the race. However, other penalties may be imposed for an infraction that is deemed to have provided a

significant advantage at the discretion of Race Direction.

RESTART PROCEDURE

-When a race is stopped, riders must return to the pit lane, unless otherwise instructed by officials.

-If a race must be re-started, then it will be done as quickly as possible, consistent with track conditions. Once the track has been cleared of riders, an assessment of the track will be determined. As soon as the track has been deemed ready to race, the session can continue. We will do everything in our power to communicate this to all participants via PA announcements.

-Barring technical issues, the results of the first race will be available to teams before the second part of a race can be started via speedhive.

-The Race Director will decide and announce the restart procedure.

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

Original grid positions will be used. If the race has MORE than 4 laps a new grid will be posted. Running order on the track will be used to determine this new grid.

-If original grids are used All riders may re-start. Including the riders that did not make the original grid at the start of the race.

-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.

-The grid positions will be as for the original race except the Rider(s) who caused the Red Flag; they must start at the back of the grid.

-Refueling is not permitted. 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.

-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.

-The rider should avail himself/herself of his/her new grid position from the classification displayed on the timing screen or from officials.

-The pit lane exit will be opened for SIXTY (60) SECONDS. Riders will make one (1) lap at unrestricted speed to the starting grid. Any rider arriving behind the elapsed time must go into the pit lane. Such riders will have to start the race from the pit lane per officials discretion.

PIT STOPS DURING A SPRINT RACE

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

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

-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. Unless directed by officials.

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.

-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.

-If the results calculated show that two-thirds 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.

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

-All results for a completed Red Flag race are scored from the previous FULL green flag lap.

-If less than 2/3 distance is complete, follow procedures to restart the race.

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

FINISH OF RACE, RACE RESULTS

-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 a first line of protection. The checkered flag will continue to be displayed to the subsequent riders.

-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 white 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.

-In 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.

-The photo/video to be used will be ASRA equipment.

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

-To be counted as a finisher in the race and be included in the results a rider must: Complete 75% of the race distance.

TECH INSPECTION AREA

For all Supersport / ASRA races with a qualified grid position start, the top three (3) classified finishers will be inspected by an ASRA race official. The remaining machines will be directed to the pit area. Should a team have a technical protest lodged against them after Race 1 (in a same day double header event) then they have three options:

- Immediate examination time allowed.
- Replacement of suspected parts, with the replaced parts impounded for examination later.
- Protested parts may be sealed by the Tech Director and use the machine 'as is' in Race 2 and for any infractions

found then penalties will be applied to both races.

Racer(s) may protest another racer up to 30 minutes after the race results are posted.

Deposits for protest as follows

-The deposit in case of dismantling and reassembling a motorcycle to measure the cylinder capacity, following a protest, is 500 USD (material included). The deposit in case of partial or complete dismantling of an engine or gearbox is 500 USD.

-If the party who makes the protest is the losing party, the deposit shall be paid to the winning party.

-If the party who makes the protest is the winning party, the deposit shall be reimbursed.

SECTION 5: EQUIPMENT STANDARDS

Before any motorcycle will be allowed on the track, the machine must meet certain minimum standards and be inspected and approved by the Technical Inspector. The primary emphasis of this inspection is race worthiness of the equipment used. Application of a Tech Inspection Approval Sticker does not imply compliance with Section 6 Class requirements or that the machine is safe for competition. The burden of complying with the rules regarding class suitability and minimum equipment standards rests with the entrant and it is his/her responsibility to seek approval of the Tech Inspector of any areas of question regarding suitability.

The Tech Inspector, Referee or Race Director may request class suitability inspection as well as revoke approval of any machine at any time during the meet. If a class suitability or technical inspection is requested, it is the riders responsibility to report to the designated inspection area at the time requested or face disqualification from the event. A disqualification from the event for failure to report for inspection is not protestable or appealable.

Where the rules permit or require components of equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same so that the motorcycle components will perform in competition with safety.

Motorcycle, Helmet and ESU must be brought to Tech in a race-ready condition. The only exception is that enough body work must be removed for the drain plugs to be visible to the Tech Inspector. In cases where securing by other approved means is applicable, the Tech Inspector will have final approval.

The following is a set of minimum standards that will be in effect at all events for both riders and motorcycles.

RIDER EQUIPMENT

Undamaged full-face helmet with face shield and bearing a stamp of approval from one of the following international standards:

FRHPhe-01

Snell M2010, M2015 or M2021 (USA)

BS. 6658 TYPE. A (GREAT - BRITAIN)

ECE 22 - 04 & ECE 22 - 05 "P" (EUROPE)

JIS 8133:2000 / JIS 8133:2007 (JAPAN)

All these listed standards will remain valid as long as the rider can prove a date of manufacture within the last 5 years.

-Leather footwear at least 8 in height. Slip-on footwear is not Recommended.

-Gloves with leather protecting the palms and fingers.
Suits or pants and jacket of leather or Kevlar. Separate pants and jackets must be joined with snaps or zipper(s) to create the equivalent of a one-piece suit.
Knee and toe sliders that intentionally emit sparks or smoke are prohibited.

MOTORCYCLE TECHNICAL REQUIREMENTS

-ASRA stickers must be clearly displayed on each side of the motorcycle. Stickers are available at Tech Inspection at no charge to competitors.

-Failure to properly display the required stickers will render the machine ineligible for ASRA contingency program.

-Neat and Clean. Motorcycles that are dirty or show potentially dangerous body work damage will not be approved.

-Tires must be in good condition and must be mounted on wheels at least 15 inches in diameter.

-Where permitted by the class rules, wheels made of carbon fiber designed for racing and road use are allowed, providing all wheels are DOT or BS. approved and tested to JWL standards for fatigue and impact strength. It is the responsibility of the competitor to provide proof of certification to officials upon

request.

- All machines must have operational front and rear brakes.
- Brake discs made of aluminum, or carbon fiber, are not permitted.
- Brake disc carriers made of carbon fiber are not permitted.
- Aftermarket brake cooling ducts or wind deflectors may be made of metal providing the design does not pose a safety risk to any competitor. Final approval of the unit rests with the Tech Inspector.
- Front brake lever guards are recommended but NOT required.
- All machines must have an operational handlebar mounted kill switch or button. This switch must be easily identifiable by color or emblem for use by safety crew members.
- Electric machines must have a "dead-man" kill switch and tether that attaches to the rider. This switch must kill all power to the machine.
- All machines must have a self-closing throttle.
- All turn signals, luggage racks, and mirrors must be removed.
- All lenses and instrument faces must be taped or removed.
- Center and side stands must be removed.
- Rear fender or seat must extend to the rear of a line drawn vertically at the rear axle.
- Fairings must be mounted in a safe and workman-like manner in at least three locations. (Zip-ties and duct tape do not qualify as safe and workman-like mounting.) The front wheel must be clearly visible from both sides except for the portion covered by the fender. The rider must be visible from the side and above, while in a normal riding position, and transparent material may not be used to allow for such visibility. All fairings must be made of plastic, fiberglass or carbon fiber.
- No streamlining may be attached to the rider.
- All oil, fuel, and coolant carrying hoses or lines must be secured at all connecting points by clips, clamps, safety wire, or other approved means.
- Oil coolers must be securely mounted in a protected area. All connections must be safety wired or otherwise secured by acceptable means.
- On 4 stroke machines, crankcase ventilation must be routed into a heat resistant catch can of at least 350cc capacity or the air

box.

- If ventilation is routed into the air box, any drains from the air box must be sealed.
- If ventilation is routed to a catch can, the overflow tube from the catch can must be routed into the intake area of the engine so that any overflow from the catch can will be drawn into the engine.
- Radiator overflow and battery vent tubes must be routed into a separate catch can or the belly pan.
- Final approval of the catch can system rests with the Tech Inspector.
- All engine, transmission, dipsticks, final drive unit drain plugs and filler caps, and radiator caps must be visibly safety wired. Oil filter bolts must be secured with safety wire and spin-on oil filters must be secured with a metal clamp and safety wire or other acceptable means. (Safety clips and/or pins of any type are not acceptable.) Fuel caps are exempt. On all machines, enough body work must be removed before coming to tech inspection so the Inspector can see them.
- Kick-starters, if retained, must be secured at two points.
- Cooling system must not contain ethylene glycol.
- Valve stem caps with rubber O-rings installed are required on both wheels.
- Supercharging or Turbo charging is allowed only if the original equipment system is used. In all cases, supercharged or turbo charged machines must run one displacement category higher than actual engine displacement.
- Nitrous Oxide systems are strictly prohibited in all classes.
- The following motorcycles must have case guards installed on both sides of the engine: Suzuki GSXR (all models), Suzuki GSF (all models), Suzuki GSX (all models), Yamaha FZR600 & YZF (all models except R-1). Case guards may be in the form of strengthened side covers. This list is subject to change and is at the discretion of the Tech Inspector. Frame sliders are not acceptable as engine case guards.
- Case guard or reinforced cover required on the left side only for Yamaha YZF-R1 and 2000 to 2005 model Suzuki GSXR's with OEM style body work. (No openings on the lower right side of the fairing.)

- All 4-stroke machines must be equipped with a fluid catch pan of sufficient size and heat-resistant material to contain the contents of the crankcase in the event of an engine or crankcase failure. Minimum capacity of the fluid catch pan is to be 3 quarts.
- Enlargement and/or modification of an OEM fairing lower is permitted to attain the necessary fluid retention.
- Machines not equipped with a lower OEM fairing may install a fairing in order to comply with this rule as long as it meets the minimum requirements.
- A maximum of two holes, 1" or smaller in diameter, may be drilled in the fluid catch pan. These holes are to be plugged during dry conditions, and may be opened only when the event is declared "wet" by the Referee/Race Director. (Tape is not an acceptable plug for these wet weather drain holes.)
- All fluid catch pans must be mounted in a safe and workman-like manner. (Zip-ties and duct tape do not qualify as safe and workman-like mounting.)
- Repairs to fluid catch pans must be made with a permanent method such as fiberglass. (Tape, caulk, silicone or other non-permanent methods are not permitted.)
- Final approval of the catch pan system rests with the Tech Inspector.
- Onboard cameras must be securely mounted and tethered to the machine. Cameras may not be mounted to the rider or his helmet under any circumstances. Cameras mounted to the front of the body work must be located at least six inches from the nearest edge of the front number plate, and if mounted to the side the camera must be located on the side opposite the scoring station used during the event. Mounting and use of onboard cameras is at the rider's own risk. Final approval of mounting compliance will rest with the Tech Inspector.
- Final approval of machines compliance will rest with the Tech Inspector.
- Extensive oil cleanups caused by leaks on track will be billed accordingly.

NUMBER DISPLAY REGULATIONS

- Numbers will be assigned by ASRA.
- Expert ASRA Sprint/TC Riders will use white display areas or plates with black numbers.
- Amateur ASRA Sprint/TC Riders will use yellow display areas or plates with black numbers. Electric machines must use green number displays with white numbers, regardless of licensing status.
- Street class (Motogladiator) can use any color number as long as it is legible.

-A single number display on the top of the tail section may be installed and orientated to be read from the rear of the machine. If this configuration is chosen, the riders' competition numbers must also be displayed on each side of the lower fairing to be visible by safety crew and officials. It is the rider's responsibility to have the number display correct before coming to Tech Inspection.

-Numbers must be black and approximately 6" high and 1" wide, of standard block lettering with no shading, outlining or serifs. Numbers must be spaced approximately 1" from each other as well as the edge of the plate or display area. 6" or 4" numbers may be used on the rear plates as long as the number is clearly visible at speed. All numbers on any display must be the same size and on the same horizontal plane.

-The following samples show the type style required to comply with these rules: Excessive italicization is prohibited. (Veranda Bold /Italic shown below.) | 2 3 4 5 6 7 8 9 0 - / 2 3 4 5 6 7 8 9 0

-Number plates must be free from any stickers or sponsorship logos except as required by specific class rules.

-Final approval of non-compliant number display will rest with the Race Director or Referee.

-All machines must have the transponder properly mounted before going to technical inspection. Machines without a

functional Transponder properly installed will not be given a tech sticker and cannot enter the racecourse.

-If a rider has entered multiple machines in the event, it is the riders responsibility to either transfer the transponder between machines and assure that it is securely fastened, or to fit each machine with its own transponder. Failure to comply with this rule could result in disqualification at the discretion of the Race Director or Referee.

-At events where electronic scoring is used, the transponder must be mounted on the machine during all practice, qualifying and race sessions. Failure to have the ESU in place could result in disqualification at the discretion of the Race Director or Referee.

SECTION 6: ASRA CLASS STRUCTURE

SuperSport

SuperBike

Grand Prix

Thunderbike / Outlaw

Formula 40

GT

Vintage/Classic

Outlaw Bagger

Gladiator (street class)

FIM MiniGP coming soon

-SuperSport motorcycles are production machines sold by manufacturers and their dealers for street use in North America via normal commercial channels. All machines must have unaltered VIN numbers. Where required by class rules, original equipment (OEM) means specific to the make, model and year of the machine as delivered by the manufacturer. Superseded parts may be used only if the manufacturer no longer produces the original part. Proof of compliance rests with the competitor entering the machine.

-Production machines not sold by manufacturers and their dealers for street use in North America via normal commercial channels may be approved on an individual basis. ASRA will maintain a list of non-standard approved models and that list will be available at each event from the Race Director.

-ASRA reserves the right to re-factor machines at any time. ASRA will notify current licensees 30 days prior to any change. Changes will take effect 30 days from the original date of notification.

- KTM RC390 Cup machines are allowed to compete in SuperSport.

-For the 2024 season the 22-24 Yamaha YZF-R6 GYTR in standard

trim will be allowed in Sportbike.

-For the 2024 season the Kramer EVO will be allowed in supersport.

-All motorcycles must meet the following requirements in addition to the applicable requirements.

-Original equipment wheels, brake calipers, forks, frame, engine, fuel induction system, and swing arm must be used **Per model**.

-18" wheels may be replaced with 17" wheels of the same width.

-16" wheels may be replaced with 17" wheels of the same width.

-Rear swing arms on OEM Belt drive motorcycles may be replaced to convert final drive assembly from belt to chain drive.

-Original equipment brake calipers may be modified to allow the use of quick change equipment.

-Brake rotors may be replaced but must be the same dimensions as the original model or smaller and must be made of a ferrous material. Non-current motorcycles may use brake rotors up to the same size as those that come as original equipment on the current model machine.

-Aftermarket brake cooling ducts or wind deflectors are prohibited in SuperSport.

-Any fairing may be used provided it meets the requirements.

-Original equipment air box must remain as produced. Air filters must be used but may be Aftermarket units. Aftermarket air filters are restricted to units available via normal commercial channels with a production run of 100 or more, and designed to mount in the stock location for that specific make, model.

AIRBOX REQUIREMENTS

-definition of intake tract:

Ram air tubes or ducts running from the fairing to the air box may be modified, replaced or removed. If tubes/ducts are utilized, they must be attached to the original, unmodified air box inlets. On models equipped with tubes from air box to engine, these must remain as O.E.

-definition of air box:

Air box must be the originally fitted and homologated part with no modification allowed for that make and model of motorcycle.

- all internal air box parts to remain as O.E. design for that make,model.

- air funnels may be altered and replaced, but must remain the same quantity as produced.

- fuel injectors must remain stock and function as such.

- butterfly valves must remain as O.E. for make/model.

- air box drains must be sealed.

Engine modifications include the following:

- Aftermarket pistons may be used but must be the same size, compression ratio and weigh no less than OEM pistons.

- On machines with optional OEM pistons, those pistons may be used as long as they are no larger than 1mm over stock size and have the same compression ratio and weigh no less than the OEM pistons.

- Original equipment cylinders must be used.

- Original equipment head, valves, and cams must remain as produced, with the exception of machining the gasket surface of the cylinder head.

- standard maintenance to cylinder heads can be performed.

- Original equipment cases, crankshaft, and connecting rods must remain as produced.

- On machines that incorporate the cylinders into the cases, only the gasket surface of the cylinders may be machined. All other areas must remain as produced.

- Original equipment transmission gears must be used and must remain as produced. Shift improvements can be upgraded as this can be a safety issue.

- Carburetor bodies and/or throttle bodies may not be modified, bored, or polished.

- Internal engine modifications on all single cylinder machines, 4-stroke twin cylinder machines with less than 4 valves per cylinder produced prior to the 1999 model year and all twin cylinder machines produced prior to the 1994 model year are

- unlimited, provided class displacement limits are not exceeded.
- Aftermarket carburetors may be used on single cylinder machines, all 4-stroke twin cylinder machines with less than 4 valves per cylinder, and all twin cylinder 4-stroke machines produced prior to the 1994 model year. This is waived for single cylinder and all twin cylinder 4-stroke machines produced prior to the 1999 model year.
- Tire choice is open to the competitor, DOT approved, racing slicks or commercially available wet weather tires are permitted.
- Displacement limits are absolute and are set as follows:

300 SUPERSPORT (Amateur & Expert Divisions)

Single cylinder, four-stroke liquid cooled, 390cc

Twin cylinder, air cooled, 350cc

Twin cylinder, four-stroke liquid cooled, up to 325cc

400 SUPERSPORT (Amateur & Expert Divisions)

Single cylinder, four-stroke liquid cooled, up to 500cc

Twin cylinder, air cooled, 350cc

Twin cylinder, four-stroke liquid cooled, up to 457cc

Pre 2012 liquid cooled model year 500cc twin

LIGHTWEIGHT SUPERSPORT (Amateur & Expert Divisions)

Single cylinder, Unlimited displacement

Twin cylinder, liquid cooled 2-stroke, up to 450cc

Two stroke, air cooled, Unlimited displacement

Twin cylinder, liquid cooled, non-desmodromic valves, up to 700cc

Twin cylinder, air cooled, up to 1210cc

Four cylinder, liquid cooled, up to 450cc ZX4RR

Four cylinder, air cooled, 2 valve, up to 675cc

Four cylinder, liquid cooled, pre-1987 model year, up to 565cc

Harley-Davidson Sportsters of unlimited displacement

NOTE: BMW HP2, Ducati/Bimota/BMW Supermono & Woods Rotax are excluded from the Lightweight class.

MIDDLEWEIGHT SUPERSPORT (Amateur & Expert Divisions)

Single cylinder, Unlimited displacement
Two stroke, liquid cooled, up to 515cc
Two stroke, air cooled, Unlimited displacement
Twin cylinder, liquid cooled, up to 895cc
Twin cylinder, air cooled, Unlimited displacement
Three cylinder, up to 770cc
Four cylinder, liquid cooled, up to 640cc
Four cylinder, air cooled, 2 valve, up to 775cc

HEAVYWEIGHT SUPERSPORT

Twin cylinder, liquid cooled, non-desmodromic valves, up to 1150cc
Twin cylinder, liquid cooled, up to 1000cc
Four or more cylinders, liquid cooled, up to 775cc
All other engine configurations, Unlimited displacement

UNLIMITED SUPERSPORT (Amateur & Expert Divisions)

Unlimited Displacement

SUPERBIKE

SuperBikes are based upon production models, sold by manufacturers and their dealers anywhere in the world for street use via normal commercial channels. Proof of compliance rests with the competitor entering the motorcycle. All machines must have unaltered VIN numbers. ASRA reserves the right to declare unusual or limited production machines eligible for SuperBike competition. KTM RC390 Cup machines are allowed to compete in SuperBike.

-All machines must meet the equipment standards, as well as the following:

-Frame and engine cases must be from a production, street use motorcycle, except for single cylinder motorcycles, which may use any frame or engine.

-The frame must be as originally supplied by the manufacturer on the approved model. Strengthening gussets or tubes may be added. Only brackets or tubes not supporting suspension, engine,

or driveline components may be removed. Swing arms may be modified or replaced and rear shocks may be replaced or relocated.

-Reducing engine size of machines from stock displacement to meet lower class displacement limits is not allowed. (i.e. a bike that is a Heavyweight in origin cannot be re-sized for Middleweight competition.

-Any fairing may be used if it meets the requirements.

-Liquid cooling is not allowed unless original equipment on the model is being used.

-SuperBike Class displacement limits are absolute and are set as follows:

300 SUPERBIKE (Amateur & Expert Divisions)

Single cylinder, four-stroke liquid cooled, 390cc

Twin cylinder, air cooled, 350cc

Twin cylinder, four-stroke liquid cooled, up to 325cc

400 SUPERBIKE (Amateur & Expert Divisions)

Single cylinder, four-stroke liquid cooled, 500cc

Twin cylinder, air cooled, 350cc

Twin cylinder, four-stroke liquid cooled, up to 500cc

4 cylinder pre 1995 up to 400cc liquid cooled

125GP, MD 250 and NSF250 machines

ULTRA-LIGHT SUPERBIKE (Amateur & Expert Divisions)

Single cylinder, unlimited displacement unlimited frame

Two stroke, liquid cooled, up to 375cc

Two stroke, air cooled, unlimited displacement

Twin cylinder, air cooled, non-desmodromic valves up to 900cc

Twin cylinder, air cooled, desmodromic valves, up to 805cc

Twin cylinder, liquid cooled, up to 650cc

Twin cylinder, liquid cooled, non-desmodromic valves, pre-1999 model year, up to 800cc

Three cylinder, air cooled, non-fuel injected, up to 900cc

Four cylinder liquid cooled up to 450cc ZX4RR

Four cylinder, liquid cooled, pre-1987 model year, up to 570cc
Four cylinder, liquid cooled, 1987 to 1992 model year, up to 500cc
Four cylinder, air cooled, up to 750cc Harley-Davidson Sportsters of unlimited displacement

LIGHTWEIGHT SUPERBIKE (Amateur & Expert Divisions)

Single cylinder, Unlimited displacement
Two stroke, liquid cooled, up to 450cc
Two stroke, air cooled, Unlimited displacement
Twin cylinder, air cooled, up to 1210cc
Twin cylinder, liquid cooled, non-desmodromic valves, up to 780cc
Three cylinder, air cooled, non-fuel injected, up to 900cc
Four cylinder, liquid cooled, up to 450cc ZX4RR
Four cylinder, air cooled, 2 valve, up to 751cc
Harley-Davidson Sportsters of unlimited displacement
Electric bikes up to 250 volts
NOTE: BMW HP2 machines are excluded from the Lightweight class.

MIDDLEWEIGHT SUPERBIKE (Amateur & Expert Divisions)

Single cylinder, Unlimited displacement
Two stroke, liquid cooled, pre-1985 model year, up to 750cc
Two stroke, liquid cooled, street production models, up to 515cc
Two stroke, air cooled, Unlimited displacement
Twin cylinder, air-cooled, Unlimited displacement
Twin cylinder, 2 or 3 valves per cylinder, Unlimited displacement
Three cylinder, air cooled, up to 1000cc
Three cylinder liquid cooled up to 770cc
Four cylinder liquid cooled up to 660cc
Four cylinder, air cooled, 2 valve, up to 1200cc
Electric bikes unlimited voltage
NOTE: 250 GP machines are eligible for Middleweight SuperBike.

NEXT GEN BIKES see addendum at bottom.

Twin cylinder, 4 valve per cylinder, up to 955cc

Three cylinder, liquid cooled, up to 900cc

Four cylinder, liquid cooled, up to 750cc

HEAVYWEIGHT SUPERBIKE (Amateur & Expert Divisions)

Twin cylinder, liquid cooled, 4 valve per cylinder, up to 1150cc

Triples up to 900cc

Four or more cylinders, liquid cooled, up to 820cc

Two stroke, air cooled, Unlimited displacement

UNLIMITED SUPERBIKE (Amateur & Expert Divisions) All engine configurations, Unlimited displacement

NOTE: 250 GP machines are eligible for Unlimited SuperBike.

GRAND PRIX -

-Grand Prix machines are unrestricted in all areas as long as they meet the standards in section 5.

-Machines not sold by manufacturers via normal commercial channels may be approved for different displacement classes on an individual basis. ASRA will maintain a list of non-standard approved models and that list will be available at each event from the Race Director. ASRA reserves the right to re-factor machines at any time. ASRA will notify current licensees 30 days prior to any change. Changes will take effect 30 days from the original date of notification.

-Grand Prix displacement limits are absolute and are set as follows:

400 GP (Amateur & Expert Divisions)

Single cylinder, four-stroke liquid cooled, 500cc

Twin cylinder, air cooled, 350cc

4 cyl, pre 1995 up to 400cc liquid cooled

Twin cylinder, four-stroke liquid cooled, up to 500cc
125GP, MD 250 and NSF250 machines
Electric bikes up to 125 volts

LIGHTWEIGHT GRAND PRIX (Amateur & Expert Divisions)

Single cylinder, Unlimited displacement
Two stroke, liquid cooled, up to 450cc
Two stroke, air cooled, Unlimited displacement
Twin cylinder, air cooled, up to 1210cc
Twin cylinder, liquid cooled, desmodromic valves, up to 690cc
Twin cylinder, liquid cooled, non-desmodromic valves, up to 800cc
Three cylinder, liquid cooled, up to 565cc
Four cylinder, air cooled, 2 valve, up to 750cc
Four cylinder, liquid cooled, up to 450cc
Electric bikes up to 250 volts
NOTE: BMW HP2 machines are excluded from the Lightweight class.

MIDDLEWEIGHT GRAND PRIX (Amateur & Expert Divisions)

Single cylinder, Unlimited displacement
Two stroke, liquid cooled, pre-1985 model year, up to 750cc
Two stroke, liquid cooled, up to 515cc
Two stroke, air cooled, Unlimited displacement
Twin cylinder, air-cooled, Unlimited displacement
Twin cylinder, 2 or 3 valves per cylinder, Unlimited displacement
Three cylinder, liquid cooled, up to 770cc
Three cylinder, air cooled, up to 1000cc
Four cylinder, air cooled, 2 valve, up to 1200cc
Electric bikes unlimited voltage

NEXT GEN BIKES allowed per addendum in MW GP

Twin cylinder, 4 valve per cylinder, up to 955cc

Three cylinder, liquid cooled, up to 770cc

Four cylinder, liquid cooled, up to 750cc

UNLIMITED GRAND PRIX (Amateur & Expert Divisions)

Unlimited Displacement

SUPERTWINS- deleted for 2024

THUNDERBIKE / OUTLAW

THUNDERBIKE / OUTLAW machines, (see ASRA Outlaw)

All except single cylinder machines, are based upon production models, sold by manufacturers and their dealers in North America for street use. Proof of compliance rests with the competitor entering the motorcycle. Single cylinder and 250 GP machines are exempt from production and street use requirements except where specifically prohibited. All machines must have unaltered VIN numbers. NOTE: BMW HP2 and Buell XBRR machines are excluded from this class.

Production machines not sold by manufacturers and their dealers for street use in North America via normal commercial channels may be approved on an individual basis. ASRA will maintain a list of non-standard approved models and that list will be available at each event from the Race Director/Referee.

ASRA reserves the right to re-factor machines at any time.

ASRA notify current licensees 30 days prior to any change. Changes will take effect 30 days from the original date of notification.

-All machines must meet the equipment standards, as well as the following:

-Frame, cylinder head(s) and engine cases must be from the same production model motorcycle. Single cylinder motorcycles may use any frame and engine except where specifically prohibited.

-The frame must be as originally supplied by the manufacturer on the approved model. Strengthening gussets or tubes may be added. Only brackets or tubes not supporting suspension, engine, or driveline components may be removed. Swing arms may be modified or replaced and rear shocks may be replaced or relocated. Single cylinder motorcycles are excluded from this restriction.

- Reducing engine size of machines from stock displacement to meet class displacement limits is not allowed.
- Fairings that meet the requirements of Section 5 may be used.
- Liquid cooling is not allowed unless original equipment on the model is being used.
- Original type of induction system must be retained. If a machine originally was sold with fuel injection, then it must remain fuel injected. If the machine originally came with carburetors, then it must use carburetors, however they need not be the original type or size.
- Outlaw/Thunderbike Class displacement limits are absolute and are set as follows:

THUNDERBIKE / OUTLAW (Amateur & Expert Divisions)

- Maximum claimed OEM horsepower of 125 or less eligible.
- Single cylinder, Unlimited displacement
- Two stroke, Unlimited displacement
- Twin cylinder, air cooled, push-rod, Unlimited displacement
- Twin cylinder, liquid or air cooled, 3 or less valves per cylinder, Unlimited displacement
- Twin cylinder 4 valve, up to 1000cc; machines over 750cc must use OEM Crank, Rods, Pistons and Camshafts. Cylinder decking allowed.
- Three cylinder, air cooled, non-fuel injected, up to 1200cc
- Four cylinder, air-cooled, up to 1200cc
- Four cylinder, liquid cooled, 1990 to 1992 model year, up to 650cc
- Four cylinder, liquid cooled (oil or water), pre-1990 model year, up to 860cc
- Four cylinder, liquid cooled, up to 450cc
- All air-cooled, 2-valve, unlimited displacement
- excluded from class Ducati Panigale 899/959/V2,848/848Evo

GT

GT machines are unrestricted in all areas as long as they meet the standards.. ASRA reserves the right to re-factor machines at any

time. ASRA will notify current licensees 30 days prior to any change. Changes will take effect 30 days from the original date of notification.

-Class displacement limits are absolute and are set as follows:

400GT - (Amateur & Expert Divisions)

Displacement as per 400 Grand Prix

GTL – (Amateur & Expert Divisions)

Displacement as per Lightweight Grand Prix

GTU - (Amateur & Expert Divisions)

Displacement as per Middleweight Grand Prix

GTO - (Amateur & Expert Divisions)

Unlimited Displacement

FORMULA FORTY

-All participants in Formula 40 must be at least 40 years of age. (Amateur & Expert Divisions)

-All machines legal for Lightweight Grand Prix or THUNDERBIKE / OUTLAW are legal for Lightweight Formula 40.

-All Middleweight Formula 40 machines must meet the requirements of Middleweight Superbike.

-All Formula 40 machines must meet the requirements of Unlimited Superbike.

Class displacement limits are absolute and are set as follows:

LIGHTWEIGHT FORMULA 40 (Amateur & Expert Divisions)

Displacement as per Lightweight Grand Prix or Outlaw/Thunderbike.

MIDDLEWEIGHT FORMULA 40 (Amateur & Expert Divisions)

Displacement as per Middleweight SuperBike

NOTE: 250 GP machines are eligible for Middleweight F-40.

FORMULA 40 (Amateur & Expert Divisions)

All engine configurations, Unlimited displacement

2024 ASRA Vintage/Classic Series

All the below classes will be scored as a single division, no amateur or expert.

All gridding will be done off qualifying times.

2024 Schedule

May 25-27 Summit Point Motorsports Park

June (tentative)

July (tentative)

August 17-18 Pittsburgh International Race Complex

October 17-20 Daytona International Speedway

First Gen SUPERBIKE classes, Unlimited, Middleweight, Lightweight

All the below classes will be scored as a single division, no amateur or expert

First Gen 1

Based on the mid-1980s to early-'90s U.S.

examples

Superbikes which were production machines available from the showroom floor.

Ducati 851, 888

Honda VF700F, VF750F, VFR700F, VFR750F, RC30

Kawasaki GPz750 (1983-'87), ZX7/ZXR750/ZX750R (1989-'92)

Suzuki GS700E/GS700ES/GS750E/GS750 ES ('83-'85); GSXR750/
GSXR750R ('85-'92, non-liquid-cooled)

Yamaha FZ750/FZR750R/FZR750RR ('85-'92)

Norton F1/F1-Sport

Buell RR1000/1200

First Gen 2

1990s to early-2000s U.S. Superbikes.

examples

Aprilia RSV Mille, Mille R, Mille SP and Replicas (Haga and Edwards).

first generation Mille only.

Ducati 851, 888 with 996 engine; Ducati 916, 916SP, 916 Corsa and 916R;

Ducati 996, 996S, 996SPS, 996RS. All Ducati motorcycles must use

Desmoquattro engines only, no Testastretta engines, heads, or components.

Ducati 748, 748R, 748RS

Honda RC45, RC51 SP1, RC51 SP2

MV Agusta F4 750 ORO, S, S 1+1, SPR, 1999-2004. 750cc models

Kawasaki ZX7R, ZX7RR models included are L, M, N and P1-P7

Suzuki GSX-R750 models N-X (SRAD), TL1000R

Yamaha R7, YZF750R, YZF750SP

First Gen 3

Late 1980s to mid 2000s U.S. Superbikes.

All First Gen 2 models

Aprilia RVS1000R, RSV100R Factory 2004-2006

Bimota models 1988-2006: SB6, SB6R, SB7, SB7R, SB*, SB8R, YB6, YB8, YB9, YB10, YB11

Ducati 996 and 998, all models including Corsa and RS

Ducati 999, all models including the S, R, RS and FO, 2003 to 2006

MV Agusta F4 1000 models, 1998 to 2006

Honda models: CBR900RR, CBR919RR, CBR929RR, CBR954RR and CBR1000RR 1992 to 2005

Kawasaki ZX10R 2004 to 2005

Kawasaki ZRX (1100 and 1200)

Kawasaki ZX7 Muzzy Raptor 96-03 (replicas are eligible)

Suzuki Bandit 1200 (air-cooled)

Suzuki GSX-R750 2000 to 2004
Suzuki GSX-R1000 2001 to 2004
Suzuki GSX-R1100 (all years)
Yamaha YZF-R1, YZF-R1 LE 1998 to 2006
Yamaha FZ1 (all years)
Yamaha R7 with period YZF-R1 Motor 1999

First Gen MIDDLEWEIGHT

A middleweight class raced in the '80s through the early '90s.
examples

1986-1988 Ducati Paso (750)
1989-1991 Ducati 750 Sport
1992-1997 Ducati 750SS
1987-1998 Honda CBR600F and CBR600F2/F3
1985-1987 Honda NS400R
1985-1994 Kawasaki GPZ600R through ZX600E2
1985-1991 Moto Guzzi LeMans 850
1992-1993 Suzuki GSX-R600
1988-1991 Suzuki GSX600 F-M
1985-1987 Suzuki RG500, RG400
1989-1999 Yamaha FZR600
1988-1992 Yamaha FZR400 with FZR600 engine
1984-1986 Yamaha RZ500

First Gen LIGHTWEIGHT

80s through the early '90s.
examples

1988 Bimota YB7 400cc
1985-1987 Cagiva Alazzurra 650cc
1980-1984 Ducati TT2 597cc
1979-1983 Ducati Pantah 500cc, 600cc and 650cc
1989-1992 Honda VFR400 through NC30
1989-1994 Honda CBR400 NC23 and NC29

1989-1990 Honda CB-1
1988-1991 Honda Hawk NT650
1983-1985 Honda VF500F
1987-1993 Honda NSR250 MC18 and MC21
1988-1992 Kawasaki KR1 and KR1S. KR1R is not eligible.
1987-2009 Kawasaki EX500
Laverda Zeta 500 Twin
1985-1989 Suzuki GSX-R400
1989-1997 Suzuki GSF400 Bandit
1988-2000 Suzuki GS500E/F
1989-1993 Suzuki RGV250 VJ21
1986-1988 Yamaha FZ600
1986-1990 Yamaha TZR250 up to 3MA
1986-1994 Yamaha FZR400 up to 3TJ7
1983-1985 Yamaha RZ350
1980-1983 Yamaha RD250/350LC
1973-1985 Yamaha TZ250/350
1986 Yamaha SRX600
1984-1991 Yamaha FJ600

Classic unlimited, Classic Middleweight

Classic machines are 2006 and older machines and parts used must conform to model year cut offs, reproduction parts made similar to those in use at time are allowed.

Classic Middleweight

Class Limits

Unlimited Single

Unlimited cc air cooled

300cc 2-stroke

850cc liquid cooled twin
640cc liquid cooled 4 cylinder

Classic Unlimited

Unlimited displacement

Open TWINS

0-904cc: Open to air-cooled twins 0 - 904cc.

905cc-OPEN: Open to air-cooled twins 905cc - Open

OPEN TWO-STROKE

Open to any two-stroke motorcycle, regardless of displacement, number of cylinders, frame type, cooling type or date of manufacture.

SIDECAR

Vintage and modern three-wheeled machines.

OUTLAW BAGGER

2024 Series Schedule

May 4-5 Pittsburgh International Race Complex

May 25-27 Summit Point Motorsports Park

June 8-9 New Hampshire Motor Speedway (101st Loudon Classic) in partnership with NEMRR

July 13-14 Blackhawk Farms Raceway

August 17-18 Pittsburgh International Race Complex

October 17-20 Daytona International Speedway

In partnership with the NEMRR the 101st Loudon Classic race will be the largest bagger purse race ever.

We ask competitors to race the series before being eligible to enter the 101st Loudon Classic.

CLASS TECHNICAL RULES

Open to all

Harley-Davidson FL Touring (All Years)

Indian Bagger or Touring (All Years)

Engine configurations and displacement capacities

Harley-Davidson Motorcycles:

1. Originally equipped air-cooled pushrod V-Twin engines, maximum displacement of 131.8ci. normally aspirated.
2. S&S or Jim's air-cooled pushrod Twin Cam engines w/MSO are acceptable up to 131.8ci. normally aspirated.
3. Forced induction air-cooled pushrod V-Twin engines allowed with maximum displacement of 107ci.

Indian Motorcycles:

1. Originally equipped water-cooled V-Twin Engine, maximum displacement of 112 ci. normally aspirated.
2. Originally equipped air-cooled pushrod V-Twin Engine, maximum displacement of 131.8ci. normally aspirated.
3. Forced induction air-cooled pushrod V-Twin engines allowed with maximum displacement of 111ci

Minimum weight

All machines 281.22 kg (620 lbs.)

At any time of the event, the weight of the whole motorcycle (including the tank and its contents) must not be lower than the minimum weight.

Cylinder Head

The cylinder head must be the originally fitted and a homologated part. The following modifications allowed

- 1) Porting and polishing of the cylinder head normally associated with individual tuning such as gas flowing of the cylinder head, including the combustion chamber, is allowed. Welding is allowed. No machining or modification is allowed in the cam box / valve mechanism area.
- 2) The throttle body insulators may be modified.
- 3) Modifications of the inlet and exhaust ports are free
- 4) Surface grinding of the cylinder head surface on the head gasket side
- 5) Original homologated valve guides may be replaced materials are free
- 6) Polishing of the combustion chamber is allowed.
- 7) Original valve seats may be modified or replaced
- 8) Compression ratio is free, but the combustion chamber may be modified only by taking material off.
- 9) Welding of material for cooling purposes is allowed. Must be approved by Tech.

- 10) It is forbidden to add any material to the cylinder head unless as described above.
- 11) Rocker arms (if any) may be modified or replaced
- 12) Valves may be modified or replaced.
- 13) Valve springs may be modified or replaced.
- 14) Valve spring retainers, collets and/or spring seats may be altered or replaced.
- 15) The shim buckets / tappets must remain as homologated

Camshaft

Camshafts may be altered or replaced.

Cam sprockets or cam gears

1. Camshaft sprockets, pulleys or gears may be altered or replaced to allow degree adjustments of the camshafts.
2. The cam chain or cam belt tensioning device(s) can be modified or changed.

Cylinders

1. May be altered or replaced.
2. Normally aspirated air-cooled pushrod engines may increase the bore to a maximum total displacement of 131.8ci.
3. normally aspirated water-cooled engines limited to 112ci.
4. Forced induction engines: Harley Davidson air-cooled 107ci./ Indian air-cooled 111ci.

Pistons, rings, pins and clips.

1. May be modified or replaced

Connecting rods

1. Connecting rod may be altered or replaced.
2. Connecting rod bolts are free but must be of the same weight or heavier, and of the same material as the original bolt or of higher specific weight material.

Crankshaft

Only the following modifications can be made to the crankshaft:

1. Crankshaft/flywheel are free. Displacement limits must be respected.
2. Bearing surfaces may be polished.
3. Surface treatments may be applied to the crankshaft.
4. Balancing is allowed.
5. Air-cooled pushrod V-Twin engines removal of the balancing shaft is allowed.

Crankcase / Gearbox housing

1. Crankcases must be the originally fitted part with only the following modifications allowed. If the crankcases have an integral cylinder, then the top face of the cylinder may be ground to adjust deck height. Oil Spray nozzles may be modified. No other modifications are allowed (including painting, polishing and lightening).
2. Air-cooled pushrod V-Twin engines crankcase may be relieved to allow installation of tapered roller bearings for the output shaft
3. Air-cooled pushrod V-Twin engines crankcase may be modified to allow for installation of 131.8ci cylinder.
4. Only the original or an approved sump Oil-pan (sump) and oil pick up can be used.
5. Oil breather cover must remain as original, but the internal breather/damper plate can be modified or replaced.
6. Oil tank breathers are acceptable and may run through an external catch-can but all exits must ultimately be routed to the intake system.
7. Engine crankcase/transmission cases may be modified to allow clearance of chain/swingarm line only. Must be approved by Tech.

Lateral covers and protection

1. Lateral (side) covers may be altered, modified, or replaced (excluding pump covers). If altered or modified, the cover must have at least the same resistance to impact as

the original one. If replaced, the cover must be made in material of same or higher specific weight and the total weight of the cover must not be less than the original one.

2. All lateral covers/engine cases containing oil, and which could be in contact with the ground during a crash, must be protected by a second cover made from metal such as aluminum alloy, stainless steel, steel, or titanium.

3. All drain and fill 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 the oil filter may optionally have a secondary retention mechanism.

Transmission / Gearbox

1. The layout of the transmission shafts must be the same as on the homologated motorcycle.

2. The gear design and material are free.

3. Final drive belt systems may be converted to chain type systems.

4. External quick-shift systems are permitted

Clutch

1. Aftermarket or modified clutches are permitted (including plates/springs etc.). Oil pumps, cam plates and oil lines

1. The oil pump and cam plate may be modified or replaced.

2. Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of braided reinforced construction with wedged or threaded connectors.

Cooling System

1. The only liquid engine coolants permitted is water.

2. Additional radiators or oil coolers may be added.

3. The original oil/water heat exchanger may be modified, replaced or removed.

Airbox

1. The airbox may be modified or replaced.

2. Airboxes should be designed to retain oil from the crankcases in the event of engine

failure or tip-over.

3. Where breather or overflow pipes are fitted, they must discharge via existing outlets. Catch cans may be used but the original closed system must be retained; no direct atmospheric emission is permitted.

Fuel supply

1. Fuel lines from the fuel tank up to the injectors (fuel hoses, delivery pipe assembly, joints, clamps, fuel canister) may be replaced and must be in such a way that they are protected from crash damage.

2. Quick connectors or dry break connectors may be used.

3. Fuel vent lines may be replaced.

4. Fuel filters may be added.

Exhaust system

1. Exhaust pipes, catalytic converters and silencers may be altered or replaced from those fitted to the homologated motorcycle. Catalytic converters may be removed.

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

3. Wrapping of exhaust systems is allowed.

Electrics and Electronics

Engine control system

1. The engine control system (ECU) must be:

i. Original system as homologated, with or without a change of software

ii. An approved aftermarket system with series specified software

2. Central unit (ECU) may be relocated.

3. Optional equipment sold by the motorcycle manufacturer for the homologated model is considered not homologated.

4. At any time during an event the Technical Director has the right to make a team substitute their ECU.

5. The original sensors may not be replaced or modified. No additional sensors may be added to the machine for data collection.

6. No extra sensors may be added for control strategies except the lambda sensor and shift rod sensor.
 7. Oil temperature sensor may be added
 8. The approved external fuel injection modules may not alter any sensor signal relating to the ride by wire system or control/actuate any part of the machine excepting the fuel injectors and ignition coils. No external module may add traction control strategies. The modules may only connect to the fuel injectors, ignition coils, lambda sensor, power supply and “piggyback the Throttle Position, Gear and RPM signals”. Lambda closed loop/auto tuning is permitted.
 9. Other additional electronic hardware equipment not on the original homologated motorcycle cannot be added with the exceptions noted below.
 10. Resistors/load may be added to replace the parts of the electrical system that have been removed (including lights and lambda sensors), to prevent ECU errors.
 11. Telemetry is not allowed.
 12. No remote or wireless connection to the bike for any data exchange or setting is allowed whilst the engine is running, or the bike is moving.
 13. Harness:
 - i. The key/ignition lock may be relocated, replaced or removed.
 - ii. Cutting and removal of excess and unused wiring in the original main wiring harness is allowed. All connectors must remain as originally fitted. No wires may be added to the main harness. Sub-harness may be modified for the purpose of powering or operating components.
 14. A lap timer may be fitted, including GPS lap timers. Data collection from the machine's sensors or ECU is allowed. Data collection by the lap timer by way of GPS and internal IMU is permitted.
 15. Plug cap must remain as homologated.
 16. Spark plugs may be replaced.
 17. Battery is free.
- Generator, alternator, electric starter

1. The stator/coil must be the originally fitted parts with no modification allowed.
2. Motorcycles should self-start on the starting grid in neutral. Push-starting on the starting grid is not allowed, however start line Officials may push start the motorcycle if necessary (in gear).

Main frame and spare motorcycle

1. During the entire duration of the event, each rider may only use one (1) complete motorcycle.

Frame body and rear subframe

1. The main frame must be the originally manufactured and fitted part.
2. Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount).
3. The original position (of engine, steering stem or pivots) is considered as the position in which the production motorcycle is supplied and must be retained.
4. All motorcycles must display a vehicle identification number punched on the frame body (a proper 'legal VIN')
5. Crash protectors may be fitted to the frame using existing points or pressed into the ends of the wheel axles

Indian Motorcycle

1. Lower portion of the front frame spares may be modified for ground clearance only.

Must be pre-approved beforehand by the Technical Director

Suspension – General

1. Outlaw bagger class Suspension price caps will be \$6,000 for Forks and \$2,000 for Shocks.
2. Electronic suspension cannot be used.

3. An electronic controlled steering damper can only be used if installed on the homologated model for road use. However, it must be completely standard (any mechanical or electronic part must remain as homologated).

Front Suspension

1. The front fork in whole or part may be changed but must be the same type homologated (leading link, telescopic, etc.).
2. The upper and lower fork clamps (triple clamp, fork bridges) and stem may be changed or modified.
3. A steering damper may be added or replaced with an 'after-market' damper.
4. The steering damper cannot act as a steering lock limiting device.

Swing-arm (Rear Fork)

1. Swing-arms may be replaced or modified.
2. A solid protective cover (shark fin) shall be fixed to the swing-arm and must always cover the opening between the lower chain run, swingarm and the rear wheel sprocket, irrespective of the position of the rear wheel.
3. Rear wheel stand brackets may be added to the rear fork by welding or by bolts.
4. Brackets must have rounded edges (with a large radius). Fastening screws must be recessed.
5. Swingarm spindle (pivot) may be modified or replaced.

Rear Suspension Unit

1. Rear suspension unit may be changed but a similar system must be used (i.e. dual or mono).
2. The original fixing points on the frame (if any) must be used to mount the shock absorber, linkage and rod assembly fulcrum (pivot points).

Wheels

1. Wheels may be replaced, and associated parts may be altered or replaced from those fitted to the homologated motorcycle.

2. Aftermarket wheels must be made from aluminum alloys.
3. Bearings, seals, and axles may be altered or replaced from those fitted to the homologated motorcycle. The use of titanium and light alloys is forbidden for wheel spindles (axles).
4. Wheel balance weights may be discarded, changed or added to.
5. Aluminum or steel inflation valves are compulsory.
6. Front and rear wheel sizes must be 17-19 inches

Tires

1. Open tire series

Brakes

1. Front brake master cylinder may be altered or replaced.
2. Front brake calipers may be altered or replaced.
3. Rear brake master cylinder may be altered or replaced.
4. Rear brake calipers may be altered or replaced.
5. Brake pads or shoes may be altered or replaced.
6. Brake hoses and brake couplings may be altered or replaced.
7. Hydraulic anti-knockback systems may be fitted to the brake lines/caliper.
8. Brake discs may be altered or replaced. Only Steel (max. carbon content 2.1 wt.%) is allowed for brake discs. Alloys containing beryllium are not allowed to be used for brake calipers.
9. ABS systems should be removed. If used the system may not be altered.

Handlebars and hand controls

1. Handlebars, hand controls and cables may be altered or replaced from those fitted to the homologated motorcycle.
2. Cable operated throttles (grip assembly) must be equipped with both an opening and a closing cable including when actuating a remote drive by wire grip/demand sensor.
3. Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right-hand handlebar (within reach of the hand while

on the hand grips) that can stop a running engine. The button or switch must be RED.

Footrest and foot controls

1. Footrests, hangers/brackets and hardware may be replaced and relocated but the hangers/brackets must either be mounted to their original frame mounting points or another location that does not require the modification of the frame.

Fuel tank

1. The fuel tank must conform in principle to the homologated appearance and location of the original tank
2. Fuel Tank must remain as homologated material.

Fairing / Bodywork

1. The fairing, mudguards and body work must conform in principle to the homologated shape as originally produced by the manufacturer. Material is free. Headlights may be included even when considered external. All glass and plastic lenses should be covered by a clear vinyl or a vinyl replicating the look of the lens.

2. Air duct for cooling purposes may be used as long as it conforms in principle to the homologated appearance of the motorcycle. Must be approved by Tech.

A) Harley Davidson: must run a batwing fairing or Road Glide fairing. Either model fairing is acceptable regardless of the model HD motorcycle.

B) Indian Motorcycles: must replicate the originally fitted and homologated part

3. The windscreen must be installed and may be replaced.

4. A lower catch/belly pan must be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (min. 5 liters water-cooled/ 2.5 liters air-cooled).

5. The saddlebags must conform in principle to the homologated appearance remaining stock size, position height may be altered a

maximum of 4" in respect to the homologated vertical distance from the rear axle. The lid must be functional and lock in closed position. Each saddle bag must be able to enclose a 13.6" x 5.4" x 9" box and be at least 2000 cubic inches of volume. Material is free. saddlebags must be mounted in such a way that allows the bag to "break away" in the event of a crash.

Seat

1. Seat may be altered or replaced.

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 material.
- c. Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used.
- d. Fasteners (nuts, bolts, screws, etc.), but internal engine bolts must remain of standard homologated materials or materials of higher specific weight.
- e. Thread repair using inserts of different material such as heli-coils and timeserts.
- f. External surface finishes and decals.

The following items MAY BE removed

- a. Instrument and instrument bracket and associated cables.
- b. Tachometer.
- c. Speedometer and associated wheel spacers.
- d. Chain guard.

The Following Items MUST BE Removed

- a. Rear-view mirrors.
- b. Horn.
- c. License plate bracket.
- d. Toolbox.

e. Safety bars, center and side stand brackets welded to the main frame may be removed. If the side stand is not removed it must be held in the up position by a secondary device.

Gladiator (Street class)

This series will only run at selected events.

2024 Season

Pittsburgh International Race Complex May 4-5

Summit Point May 25-27

New Jersey Motorsports Park June 29-30

Pittsburgh International Race Complex August 17-18

Daytona International Speedway October 17-20

Qualifying/practice sessions.

Grid positions based on your qualifying time

This division is open to street going motorcycles, lightly modified.

DOT tires only

Additional rules coming soon

Open to riders not having a race license or previously held a race license.

Former expert/amateur racers not competing for 3 years.

Classes

- ULTRALIGHTWEIGHT-, Ninja 300,400 Yamaha R3, RC390
- TWINS- , open to all Suzuki SV650, Kawasaki 650, any twin production motorcycle 125 hp or less
- 600 SS- , open to all 4 cylinder 600cc motorcycles
- 1000 SS- open to all 750cc and up 3,4 cylinder motorcycles
- AMERICAN TWIN- open to all American V twin motorcycle, Harley and Indian

ASRA NATIONAL SPRINT SERIES CLASSES

-ASRA Sprint Series machines are classified for competition in the following classes:

Classes and weights limits.

-400 minimum weight for "GP bikes only". No less than 320 lbs bike and rider

-OUTLAW/THUNDERBIKE twins under 700cc exempt. Twins over 700cc, 2 cyl. liquid cooled bike, minimum weight 395 lbs (**under review**)

-SPORTBIKE/MW no less than 355 lbs bike only no rider

-SUPERSTOCK 1000 no less than 375 lbs bike only no rider

400 (Amateur & Expert Divisions)

Two stroke, single cylinder, up to 125cc

Four stroke, single cylinder, up to 500cc

Four stroke, twin cylinder, up to 500cc

400 machines are unrestricted in all areas as long as they meet the standards. Minimum age for licensing: for 400: 12 years (Riders 12 and 13 years old will be allowed by exception at venues other than Daytona International Speedway.

Riders must petition ASRA Director of Competition no later than 1 week prior to the event. Race resumes must be provided and approved by ASRA prior to competition.) Machines not sold by manufacturers via normal commercial channels may be approved for different displacement classes on an individual basis. ASRA will maintain a list of non-standard approved models and that list will be available at each event from the Race Director. ASRA reserves the right to re-factor machines at any time. ASRA will notify current licensees 30 days prior to any change. Changes will take effect 30 days from the original date of notification. 400 displacement limits are absolute.

ASRA OUTLAW/THUNDERBIKE

Maximum claimed OEM horsepower of 125 or less eligible.

Open to all manufacturers air and water cooled. Twin cylinder and American V-twin.

Twins machines are based upon production models, sold by manufacturers and their dealers in North America for street use. Proof of compliance rests with the competitor entering the motorcycle. Single cylinder and 250 GP machines are exempt from production and street use requirements. All machines must have unaltered VIN numbers. Production machines not sold by manufacturers and their dealers for street use in North America via normal commercial channels may be approved on an individual basis. ASRA will maintain a list of non-standard approved models and that list will be available at each event from the Race Director/Referee.

ASRA reserves the right to re-factor machines at any time. ASRA will notify current licensees 30 days prior to any change. Changes will take effect 30 days from the original date of notification.

- A. Frame, cylinder head(s), and engine cases must be from the same production model motorcycle. Single cylinder motorcycles may use any frame and engine.
- B. The frame must be as originally supplied by the manufacturer on the approved model. Strengthening gussets or tubes may be added. Only brackets or tubes not supporting suspension, engine, or drive line components may be removed. Swing arms may be modified or replaced and rear shocks may be replaced or relocated. Single cylinder motorcycles are excluded from this restriction.
- C. Reducing engine size of machines from stock displacement to meet Outlaw class displacement limits is not allowed.
- D. Fairings that meet the requirements may be used.
- E. Liquid cooling is not allowed unless original equipment on the model is being used.
- F. Original type of induction system must be retained. If a machine originally was sold with fuel injection, then it must remain fuel injected. If the machine originally came with carburetors, then it must use

carburetors, however they need not be the original type or size.

Immediately following each qualifying session, heat race or final race, the top five finishers and other motorcycles chosen at random may be impounded, weighed and inspected to verify compliance.

Outlaw/Thunderbike machines are required to meet the following weight limits. Machines must be tested in the same condition in which they finish the race or qualifying, including all fluids such as oil and fuel. No fluids may be added prior to testing.

(1.) Twin cylinder machines up to 700cc are exempt from weight restrictions.

(2.) Twin cylinder liquid cooled machines 750cc or over are required to meet a minimum weight limit of 375 lbs.

A. Air cooled machines no weight minimum

B. ASRA reserves the right to re-factor the weight ratio on any machine. ASRA will give all competitors 30 days notice before the change takes effect. **Weight determinations are not protestable. Failure to meet weight requirements shall result in disqualification and the forfeiture of all points and purse money from the event.**

ASRA OUTLAW displacement limits are absolute and are set as follows:

ASRA OUTLAW (Amateur & Expert Divisions)

Single cylinder, Unlimited displacement

Two stroke, Unlimited displacement

Twin cylinder, air cooled, Unlimited displacement

Twin cylinder, liquid cooled, 3 or less valves per cylinder, Unlimited displacement

Twin cylinder 4 valve, up to 1000cc; machines over 750cc must use OEM Crank, Rods, Pistons and Camshafts. Cylinder decking allowed.

Three cylinder, air cooled, non-fuel injected, up to 1200cc

Four cylinder, air-cooled, up to 1200cc

Four cylinder, liquid cooled, 1990 to 1992 model year, up to 650cc

Four cylinder, liquid cooled (oil or water), pre-1990 model year, up to 860cc

Four cylinder, liquid cooled, up to 450cc

All air-cooled, 2-valve, unlimited displacement.

KTM 890, Ducati Monster 937, Indian FTR1200, Harley Pan-AM

-excluded from class Ducati Panigale 899/959/V2

SPORTBIKE - Acceptable motorcycles are 4-stroke production machines, sold by the manufacturers and their dealers for street use in North America via normal commercial channels. All machines must have unaltered VIN numbers. Where required by class rules, original equipment (OEM) means specific to the make, model and year of the machine as delivered by the manufacturer. Superseded parts may be used only if the manufacturer no longer produces the original part. Proof of compliance rests with the competitor entering the machine.

Production machines not sold by manufacturers and their dealers for street use in North America via normal commercial channels may be approved on an individual basis. ASRA will maintain a list of non-standard approved models and that list will be available at each event from the Race Director/Referee.

ASRA reserves the right to re-factor machines at any time. ASRA will notify current licensees 30 days prior to any change. Changes will take effect 30 days from the original date of notification. **For the 2024 season the 2022/2023 Yamaha YZF-R6 GYTR in standard trim will be allowed in Sportbike.**

All motorcycles must meet the following requirements in addition to the applicable requirements in Section 5. Original equipment wheels, brake calipers, forks, frame, engine, fuel induction system, and swing arm must be used **For that model.** (1) 18" wheels may be replaced with 17" wheels of the same width. 16" wheels may be replaced with 17" wheels of the same width. Front forks on Buell motorcycles may be modified by using standard O.E.M. parts to facilitate the mounting of O.E.M. dual front brake calipers. Rear swing arms on Buell motorcycles may be replaced to convert final drive assembly from belt to chain drive. Original equipment brake calipers may be modified to allow the use of quick change equipment. Brake rotors may be replaced but must be the same dimensions as the original model or smaller and must be made of a ferrous material. Non-current motorcycles may use brake rotors up to the same size as those that come as original equipment on the current model machine. Buell motorcycles may convert to a dual front disc brake system provided front brake rotors are made of a ferrous material.. Aftermarket brake pads and lines may be installed. Aftermarket front brake rotors may be used but must be made of a ferrous material. Any fairing may be used provided it is made of plastic, fiberglass or carbon fiber. Original equipment air box must remain as produced. Air filters must be used but may be Aftermarket units. Aftermarket air filters are restricted to units available via normal commercial channels and designed for that specific model machine. Aftermarket air filter units that replace part of the O.E.M. air box are required to maintain the original size and number of air inlet openings as the stock unit. Engine modifications include the following: (1.) Aftermarket pistons may be used but must be the same size, compression ratio and weigh no less

than OEM pistons. (2.) Original equipment cylinders must be used. (3.) Original equipment head, valves, and cams must remain as produced, with the exception of machining the gasket surface of the cylinder head. (4.) Original equipment cases, crankshaft, and connecting rods must remain as produced. (a.) On machines that incorporate the cylinders into the cases, only the gasket surface of the cylinders may be machined. All other areas must remain as produced. (5.) Original equipment transmission gears must be used and must remain as produced. **Shifter upgrades with regard to safety can be made. See addendum to follow.** (6.) Carburetor bodies and/or throttle bodies may not be modified, bored, or polished. F. Internal engine modifications on all single cylinder machines, 4-stroke twin cylinder machines with less than 4 valves per cylinder produced prior to the 1999 model year., and all twin cylinder machines produced prior to the 1994 model year are unlimited, provided class displacement limits are not exceeded. G. Aftermarket carburetors may be used on single cylinder machines, all 4-stroke twin cylinder machines with less than 4 valves per cylinder, and all twin cylinder 4-stroke machines produced prior to the 1994 model year. D. is waived for single cylinder and all twin cylinder 4-stroke machines produced prior to the 1999 model year. H. Tire choice is open to the competitor, DOT approved, racing slicks or commercially available wet weather tires are permitted. Competitors are responsible for evaluating the individual product and assess the suitability for the event. **Immediately following each qualifying session, heat race or final race, the top five finishers and other motorcycles chosen at random may be impounded, weighed and inspected to verify compliance. For the SPORTBIKE class, each machine must weigh no less than 355.0 pounds in the same condition in which they finish the race, qualifying or practice, including all fluids such as oil and fuel. No fluids may be added prior to testing. Weight determinations are not protestable. Failure to meet weight requirement shall result in the disqualification and the forfeiture of all points and purse money from the event.** Displacement limits are absolute and are set as follows:

SPORTBIKE Middleweight (Amateur & Expert Divisions)

Single cylinder, Unlimited displacement

Two stroke, liquid cooled, up to 515cc

Two stroke, air cooled, Unlimited displacement.

Twin cylinder, liquid cooled, up to 890cc

Twin cylinder, air cooled, Unlimited displacement

Three cylinder, up to 980cc pre-2013 model year

Three cylinder, liquid cooled, up to 770cc (pre next gen era)

Four cylinder, liquid cooled, up to 640cc

Four cylinder, air cooled, 2 valve, up to 775cc

NEXT GEN BIKES allowed per addendum in ASRA Sportbike

Twin cylinder, 4 valve per cylinder, up to 955cc

Three cylinder, liquid cooled, up to 770cc

Four cylinder, liquid cooled, up to 750cc

These bikes listed in the addendum must meet those requirements.

SUPERSTOCK 1000 (unlimited) - Acceptable motorcycles are 4-stroke production machines, sold by the manufacturers and their dealers for street use in North America via normal commercial channels. All machines must have unaltered VIN numbers. Where required by class rules, original equipment (OEM) means specific to the make, model and year of the machine as delivered by the manufacturer. Superseded parts may be used only if the manufacturer no longer produces the original part. Proof of compliance rests with the competitor entering the machine. Production machines not sold by manufacturers and their dealers for street use in North America via normal commercial channels may be approved on an individual basis. ASRA will maintain a list of non-standard approved models and that list will be available at each event from the Race Director/Referee. ASRA reserves the right to re-factor machines at any time. ASRA will notify current licensees 30 days prior to any change. Changes will take effect 30 days from the original date of notification. All motorcycles must meet the following requirements in addition to the applicable requirements. A. Original equipment wheels, brake calipers, forks, frame, engine, fuel induction system, and swing arm must be used. (1) 18" wheels may be replaced with 17" wheels of the same width. (2) 16" wheels may be replaced with

17" wheels of the same width. (3). Front forks on Buell motorcycles may be modified by using standard O.E.M. parts to facilitate the mounting of O.E.M. dual front brake calipers. (4). Rear swing arms on Buell motorcycles may be replaced to convert final drive assembly from belt to chain drive. (5). Original equipment brake calipers may be modified to allow the use of quick change equipment. B. Brake rotors may be replaced but must be the same dimensions as the original model or smaller and must be made of a ferrous material. Non-current motorcycles may use brake rotors up to the same size as those that come as original equipment on the current model machine. (1). Buell motorcycles may convert to a dual front disc brake system provided front brake rotors are made of a ferrous material. Aftermarket brake pads and lines may be installed. Aftermarket front brake rotors may be used but must be made of a ferrous material. C. Any fairing may be used provided it is made of plastic, fiberglass or carbon fiber. D. Original equipment air box must remain as produced. Air filters must be used but may be Aftermarket units. Aftermarket air filters are restricted to units available via normal commercial channels and designed for that specific model machine. Aftermarket air filter units that replace part of the O.E.M. air box are required to maintain the original size and number of air inlet openings as the stock unit. E. Engine modifications include the following: (1.) Aftermarket pistons may be used but must be the same size, compression ratio and weigh no less than OEM pistons. (2.) Original equipment cylinders must be used. (3.) Original equipment head, valves, and cams must remain as produced, with the exception of machining the gasket surface of the cylinder head. (4.) Original equipment cases, crankshaft, and connecting rods must remain as produced. (a.) On machines that incorporate the cylinders into the cases, only the gasket surface of the cylinders may be machined. All other areas must remain as produced. (5.) Original equipment transmission gears must be used and must remain as produced. **Shifter upgrades with regard to safety can be made. See addendum to follow.** (6.) Carburetor bodies and/or throttle bodies may not be modified, bored, or polished. Internal engine modifications on all single cylinder machines, 4-stroke twin cylinder machines with less than 4 valves per cylinder produced prior to the 1999 model year., and all twin cylinder machines produced prior to the 1994 model year are unlimited, provided class 37 displacement limits are not exceeded. Aftermarket carburetors may be

used on single cylinder machines, all 4-stroke twin cylinder machines with less than 4 valves per cylinder, and all twin cylinder 4-stroke machines produced prior to the 1994 model year.

Tire choice is open to the competitor.

Immediately following each qualifying session, heat race or final race, the top five finishers and other motorcycles chosen at random may be impounded, weighed and inspected to verify compliance.

SUPERSTOCK 1000 class, each machine must weigh no less than 375.0 pounds in the same condition in which they finish the race or qualifying, including all fluids such as oil and fuel. No fluids may be added prior to testing. Machines that meet the qualifications for SPORTBIKE are eligible for competition in the SUPERSTOCK class providing they meet all the regulations. Weight determinations are not protestable. **Failure to meet weight requirement shall result in the following disqualification and the forfeiture of all points and purse money from the event.**

Displacement limits are absolute and are set as follows:

SUPERSTOCK 1000 (unlimited) (Amateur & Expert Divisions)

4-cylinders, Liquid cooled, Up to 1050cc

3-cylinders, Liquid cooled, Up to 1050cc

Twin cylinder, liquid cooled, up to 1200cc

Twin cylinder, air cooled, Unlimited displacement

POINTS

-Points will be awarded based upon the final results of each class run at each race using the following scale:

UPDATED FOR 2024

1st - 35

2nd - 30

3rd - 27

4th - 25

5th - 23

6th - 21

7th - 19

8th - 18

9th - 17

10th - 16

11th - 15

12th - 14

13th - 13

14th - 12

15th - 11

-Points as described above are awarded based upon order of finish as well as rider status (Expert or Amateur). Irrespective of the number of entries.

-Points earned in each class will be accumulated to determine Champions in each announced championship series.

-Awards 1-3 Ex,AM in each class during the event, unless specified.

-overall championship awards 1st in each class EX,AM per region.

-In the event of a tie, the rider with the most first place finishes will be declared Champion. If a tie still exists, then 2nd Place finishes will be used, etc. until the tie is broken.

-Regional number 1 competition numbers will be assigned in each series by overall points earned in all Expert SuperSport, SuperBike, Grand Prix and GT classes.

-Regional Overall Championships (Amateur and Expert Divisions) will be assigned in each series by overall points earned in all SuperSport, SuperBike, Grand Prix and GT classes, Note: Affiliated organizations may use their own system for issuing numbers.

ASRA REGIONAL/NATIONAL CHAMPIONSHIPS

-All licensed riders who have competed in an ASRA event during the season will be issued a Race of Champions entry.

ASRA NATIONAL SERIES CHAMPIONSHIP PROGRAMS

-Points will be awarded based upon the final results of each class run at each race.

-Points as described above are awarded based upon order of finish for all riders, irrespective of number of entries in the class.

-Points earned in each class will be accumulated to determine champions in each announced championship series. The rider with the most points will be issued #1 for the following season.

-In the event of a tie, the rider with the most first place finishes will be declared Champion. If a tie still exists, then second place finishes will be used, etc. until the tie is broken. If a tie cannot be broken, then the rider with the best result in the final race will be declared the champion.

ASRA FIM MINIGP
Coming soon

ASRA TEAM CHALLENGE AND ENDURANCE NATIONAL SERIES NEW for 2024

Endurance / Team Challenge

Team Challenge series will refer to “multiple bikes and riders” competing as a team. Utilizing a single transponder, swapped from bike to bike in a relay fashion.

Endurance will refer to a single or team of riders using a single bike. Utilizing a single transponder.

-**Team Challenge/Endurance** will be a series of events run in conjunction with the ASRA points races during the season. Championship points will be awarded by the point scale found above.

-**Team Challenge/Endurance** Class Championships – Individual class championships will be awarded in the **ASRA TC and Endurance classes** based on cumulative point totals per class.

-Team Challenge/Endurance events will be considered complete after the posted distance or the posted time limit has expired, whichever comes first. The clock will start at the display of the original pit-out board. Should the checkered flag be displayed prior to the published or announced race distance or time **2 hrs**, the race will be considered complete. **Certain events may be longer.**

NEW for 2024

Max capacity fuel tank 24 liters.

TEAM COMPOSITION

-Each team shall consist of a Team Captain, a ASRA licensed rider who shall register the team with ASRA. All dealings with

the Team shall be with the Team Captain or his designated representative for the event, and this person will be held responsible for the actions of the riders and crew members associated with the team. All awards and trophies will be presented to the Team Captain. The Team Challenge/Endurance program is open to all currently licensed ASRA riders, regardless of Amateur or Expert status, provided their team is properly registered.

-All riders must have a current AMA membership and ASRA license.

-Teams will be limited to a maximum of five riders during a season.

Exceptions to this rule will only be allowed if the Team Captain delivers proof of a **season-ending injury** to one of the five registered riders to the ASRA office in advance of the event the replacement rider will be competing at. This exemption is limited to one rider per team per season. Riders will be allowed to ride for more than one team, as long as the total number of riders does not exceed the five rider limit for that team.

Race Procedures- The Team Challenge/Endurance will follow the race procedures listed above with the exception of a mandatory pit stop.

Points will be awarded by the point scale listed above. Teams will be gridded by qualifying time. **Only one machine per Endurance team per class will be scored during competition. Up to 3 bikes allowed for a Team Challenge entry.** The frame shall denote the machine, and the serial number on the frame shall be the identifying mark used by ASRA officials to verify the same machine has completed the laps scored. Teams are strictly prohibited from entering more than one class on a single machine.

-If a machine is taken into the paddock area, it will be credited for laps completed up to that point, then placed on the results accordingly.

-Should the Race Director or Referee allow a machine or a replacement machine to rejoin the race after entering the paddock,

all previous laps will be disallowed and the scoring for that team
And the machine will restart at 0 laps.

-Prior authorization by the Race Director or Referee is required
before a replacement machine will be allowed.

**-Endurance Machines must carry the number assigned to the team on
all number plates and meet the requirements above.**

**-Team Challenge machines must carry an ASRA registered rider and
number.**

-Pit Stops-All teams will be required to stop at least once for a
mandatory pit stop during green flag conditions. Therefore, pit road
will be closed to all spectators for the duration of the Team
Challenge/Endurance race. Only credentialed riders and crew may
be on pit road during the event

-To be considered a legal pit stop or rider change, the rider or riders
must meet the requirement set forth.

-1 pit stop under green flag conditions to be scored

-Refueling - Pit road refueling is allowed as long as the
following guidelines are met:

**NJMP- REFUELING MUST BE DONE BY PERSONEL WITH A
HELMET ON.**

-All refueling devices are to be made of non-ferrous metal or other
suitable materials to prevent metal-to-metal contact.

-Each team must have a 10lb (or two 5lb) BC-rated chemical fire
extinguisher manned and ready with the pin pulled during any
refueling procedure on pit road.

-Engine must be stopped.

-Rider must be completely off the machine during any fueling

procedure.

-Machine must be held upright by a mechanical device, not by a rider or pit crew members.

-Mechanical lifts must be manually operated devices. No hydraulic or pneumatic lifts allowed.

-No other work can be performed by the rider or pit crew members while refueling is in progress.

-Pit Equipment - All equipment must remain on or behind the pit wall until the rider has come to a complete stop in the pit stall. The only exception to this rule is a crew member holding a sign or board to assist the rider in locating their pit stall.

-Pit Crew - There will be a maximum of seven people allowed over the wall on pit stops, including the riders. **All over-the-wall crew members must wear shirts with sleeves, long pants, and closed toed shoes. This includes the person manning the fire bottle.**

-Signaling Crew – Crew members who do not actively work on a machine during a pit stop are exempt from the long pants requirement as long as they are in or on their way to the designated signaling area.

-Allowable Repairs- Repairs are unlimited (except for frame replacement), as long as machine remains on pit road, either on hot pit side, or behind the pit wall. If a machine is taken into the paddock area, it will not be allowed to rejoin the race.

TEAM CHALLENGE CLASSES

- GTO

- GTU

- GTL

-potential expansion of a GT400 class

Grid spots will be filled on a first come, first served basis until

maximum track density is reached.

-Class displacement limits are absolute and are set as follows:

GTL

Single cylinder, Unlimited displacement

Two stroke, liquid cooled, up to 450cc

Two stroke, air cooled, Unlimited displacement

Twin cylinder, air cooled, up to 1210cc

Twin cylinder, liquid cooled, up to 700cc

Twin cylinder, liquid cooled, non-desmodromic valves, up to 800cc

Three cylinder, liquid cooled, up to 500cc

Four cylinder, liquid cooled up to 450 cc

Four cylinder, air cooled, 2 valve, up to 750cc

Harley-Davidson Sportsters of unlimited displacement NOTE:
BMW HP2 machines are excluded from the GTL class.

GTU

Single cylinder, Unlimited displacement

Two stroke, liquid cooled, pre-1985 model year, up to 750cc

Two stroke, liquid cooled, up to 515cc

Two stroke, air cooled, Unlimited displacement

Twin cylinder, air-cooled, Unlimited displacement

Twin cylinder, 2 or 3 valves per cylinder, Unlimited displacement

Twin cylinder, 4 valve per cylinder, up to 855cc

Three cylinder, up to 1000cc

Four cylinder, liquid cooled, up to 660cc

Four cylinder, air cooled, 2 valve, up to 1200cc

NEXT GEN BIKES see addendum

Twin cylinder, 4 valve per cylinder, up to 895cc

Three cylinder, liquid cooled, up to 765cc

Four cylinder, liquid cooled, up to 750cc

GTO

Unlimited Displacement

ASRA NATIONAL SPRINT Series

[Sponsor info](#)

ASRA NATIONAL Team Challenge Endurance Series

[Sponsor info](#)

SECTION 7: PROTESTS

The basic types of protests are:

- Scoring and/or Race Operations
- Class suitability - visual discrepancies
- Class suitability - internal engine discrepancies
- Fuel - properties of fuel used in competition.

SAFETY OR PROCEDURE PROTEST

- Protests will not be accepted regarding safety or procedure violations by another competitor. Those violations will only be acted upon when there is official confirmation that the violation took place.

PROTEST TIME PERIOD

- All protests must be delivered, in writing, to an official within the time limits outlined below. Protests requiring a fee must be accompanied with the appropriate funding in cash or certified check.
- Protests must be delivered within 30 minutes of posting of the race results. Protests will not be considered after the 30-minute period has elapsed and results will be considered final.
- The official receiving the protest must sign it, and note the time in writing and verify the protesting rider signature is on the written protest.

PROTEST REQUIREMENT

- Protests among participants are limited to those within the same class.

SCORING PROTEST

- Scoring protests must be made in writing. Protests must be delivered within 30 minutes of posting of the race results.

CLASS SUITABILITY PROTEST -

- Participants in class suitability protests are limited to the protesting rider, the protested rider, the Technical Inspector, the Referee/Race Director or a representative of either of the riders

involved.

-The written protest must specify the rules or procedures that are in question, to include page number from this rule book.

-Protests regarding equipment, which does not require any mechanical disassembly, only visual inspection, do not require payment of a fee.

-Class suitability internal protests require payment of fees as follows:

-\$50.00 For protests requiring removal of body work, including but not limited to fuel tank, fairing, seat cowling and air box cover.

\$100.00 For protests requiring removal of valve covers.

\$300.00 For protests requiring the removal of the oil pan
(Included in disassembly of cases)

\$500.00 For protests requiring removal of cylinder head or cylinders.

\$500.00 For protests requiring disassembly of cases.

-Should the protest be upheld, the protesting rider will be refunded the protest fee and the protested rider will be removed from all results during the event that the inspected machine was not suitable for and participated in.

-Should the protest be denied, the protested rider will be awarded the protest fee.

-At the discretion of the Chief Tech Inspector, either the protested Party, ASRA personnel will perform all required disassembly.

-ASRA, personnel or subcontractors will make all required measurements.

-Official inspections or protests by the Referee or Race Director are exempt from any required fees.

FUEL PROPERTIES

-Competitors may protest the fuel utilized by another competitor by submitting a protest in writing, accompanied by a \$100.00 deposit.

-Protesting party must agree to reimburse ASRA for the costs of analysis if the fuel is found to be legal. If the fuel is found to be illegal, the \$100.00 deposit will be refunded and the protested party will be fined an amount at least equal to the cost of analysis.

-A fuel sample will be drawn by ASRA personnel and if necessary, submitted for laboratory analysis. The finding of the ASRA personnel or laboratory will be considered final.

PROTEST WITHDRAWAL

-Once made a protest may not be withdrawn without permission of the Referee/Race Director. The protesting party must pay any legitimate expense, to which the Referee/Race Director may be put as a result of the protest, and a deposit may be demanded in advance. If the protest is upheld, however, and the machine found to be illegal, such costs must be reimbursed by the protested party.

PROTEST DOCUMENTATION

-It is the responsibility of the protested party to produce documentation regarding specifications of his/her machine for use in determining class suitability. Such documentation must be produced within 60 minutes of notification to the protested party or the protest will be upheld.

NON-ACCEPTABLE PROTESTS

-Protests shall not be accepted on decisions of officials with respect to the interpretation of the rules as they pertain to race procedures. Such decisions include, but are not limited to, the line up of the motorcycles, the start of the race, the control of the motorcycles, the election to stop or delay a race, the position of motorcycles on restarts, and the assessment of lap or stop & go penalties.

FRIVOLOUS PROTESTS

-The Referee/Race Director will not accept any protest determined to be frivolous or malicious.

PROTEST DECISIONS

-The Referee/Race Director will make decisions regarding any protest.

-The Referee/Race Director will make a decision regarding the penalty to be levied in the event of an upheld protest.

GENERAL PENALTIES

-Unless penalties are otherwise expressly provided for in this rule book the Referee/Race Director may levy penalties (i.e. one lap, stop & go, etc.), fine, deduct points, disqualify, or suspend any rider for the remainder of the meet for any violation of the rules of competition, insubordination, or any other conduct detrimental to the meet. In addition, the Referee/Race Director may levy fines ranging from \$25.00 to \$5000.00, and can recommend suspension from future ASRA events. Fined riders are barred from further competition pending payment of the fine, unless there is an appeal in process.

FINES AND SUSPENSIONS

-The following offenses are subject to fines or suspensions as called for.

-Abetting or knowingly engaging in any meet in which the result is prearranged.

-Directly or indirectly, offering or accepting, any form of bribe or compensation to or from any person participating in the meet, with a purpose to pre-arrange the outcome of the competition.

-Attempting to circumvent the rules by competing on a motorcycle other than the one entered in the meet. Permission to change motorcycles must be obtained from the Referee.

-Attempting to circumvent the rules by practicing or competing on a machine not complying with Equipment Standards is subject to fines

of not less than \$500.00 and/or suspension at the discretion of the Referee/Race Director.

-Attempting to practice or compete on a machine that has not been presented for Technical Inspection is a violation of section knowingly competing on a machine not complying with CATEGORIES & CLASS STRUCTURE is subject to fines of not less than \$500.00 and/or suspension at the discretion of the Referee/Race Director.

APPEALS

APPEAL TYPES

- Appeals may be made as to the following:
- Decisions in regard to protest.
- Penalties imposed.
- Appeals will not be accepted on penalties that are specifically listed in this rule book.

APPEAL TIME TABLE -

-For a period of 60 minutes following an appealable decision, the person wishing an appeal must give written notice to the Race Director of Referee if he/she is exercising his/her right to an appeal.

-Appeals must be delivered at the meet.

-ASRA officials involved in the protest decision must file statements and documents pertaining to their position on the matter.

APPEAL BOARD

-The ASRA Director will appoint a three-member appeal board. None of the members shall be employees or officials of ASRA. The appellant will be given written notice of the location and time of the board hearing, and may appear on their own behalf. If the appellant chooses to appear on their own behalf, it is the appellant's responsibility to appear at the Appeal Board location. The sanctioning body shall make every effort to schedule the board at or before the next event for that series. Should the time table require the Appeal Board meet before the next event, the sanctioning body

shall schedule the meeting within a reasonable distance of the appellant's residence.

APPEAL DECISION

-Appeal Board will meet and render a decision before the next points-paying event whenever possible. The decision of the appeal board will be rendered in writing within seven days of the hearing, and is considered the final word on the matter. The decision is binding to all parties.

CONTINGENCY SPONSORS

- Kawasaki
- BMW
- KTM
- Yamaha

SECTION 8: ADDENDUMS

ADDENDUM 1

NEXT GENERATION TECHNICAL SPECIFICATIONS

The following rules are intended to give freedom to modify or replace some parts in the interest of safety, research and development and improved competition between various motorcycle concepts. EVERYTHING THAT IS NOT AUTHORIZED AND PRESCRIBED IN THIS RULE 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.

The displacement capacity bore and stroke must remain at the homologated size. Modifying the bore and stroke to reach class limits is not allowed. Machines outside of these classifications will be considered upon application by the FIM and DWO. They must be equipped with a Ride by Wire throttle system (OEM or as part of a compulsory kit). If approved these machines will be known as Next Generation Machines.

Manufacturers may resubmit currently homologated machines as Next Generation.

2024: All machines in this category must meet requirements of the Next Generation regulations.

In order to equalize the performance of motorcycles. A system of performance enhancements or restrictions 'balancing factors' may be applied – including but not limited to:

- Concession Parts
- Torque limited map with Rev Limit
- Minimum Weight
- Air restrictor
- Modifications

Minimum weight 355 lbs

The bike alone may never at any time be below the 'Minimum Weight'.

- At any time during the event, the weight of the whole motorcycle (including the tank and its contents) must not be less than the minimum weight.
- There is no tolerance on the minimum weight of the motorcycle.
- During the final technical inspection at the end of the race, the selected motorcycles will be weighed in the condition they finished the race, and the established weight limit must be met in this condition. Nothing may be added to the motorcycle. This includes all fluids.
- During the practice and qualifying sessions, riders may be asked to submit their motorcycle to a weight control. In all cases the rider must comply with this request. To have your qualifying time count you must be inspected directly after your session.
- The use of ballast is allowed to stay over the minimum weight limit and may be required due to the handicap system. The use of ballast and weight handicap must be declared to the Technical Director at the preliminary checks.

Eligible motorcycles

-Ducati Panigale V2	355 lbs
-MV Agusta F3	355 lbs
-MV Agusta F3 800	355 lbs
-MV Agusta Superveloce	355 lbs
-Suzuki GSX-R750	355 lbs
-Triumph ST765RS	355 lbs
-Yamaha R9	355 lbs

this only applies to next gen conforming motorcycles listed above
 Can be equipped with Euro or American FIM approved map and components.

Complete list of concession parts available here

[+ rules book parts list](#)

SECTION 9: National Winners

ASRA National 2023 1st place champions

Superstock 1st

Expert: Mark Heckles

Amateur: Nejyl Gonzalez

Sportbike 1st

Expert: Nikolay Zakharyan

Amateur: Joel Eckelmann

Thunderbike 1st

Expert: Arnold Hastings

Amateur: Armando Ceballos

400 1st

Expert: Adam Klepadlo

Amateur: Andrew Kazolias