



American Sportbike Racing Association & Championship Cup Series



Volume 36, Issue 2

January 1, 2019

Championship Cup Series Racing and You

Thank you for your interest in the Championship Cup Series. We have been promoting and producing motorcycle road races since 1984 and have become the most professional motorcycle road racing organization in the United States. By working with our officials in the field and our nearly 3000 licensed riders, we strive to constantly improve our rules, procedures, programs and events.

The CCS program was designed to be attractive to the new racer as well as the seasoned veteran who has reached Expert or Professional status.

We also recognize that not

everyone can afford to travel to all four corners of the nation to compete for a championship. With that in mind, we have divided the country into geographical regions, and award class championships in each regional series and promote three track specific championships. Within the 40 plus events organized by the CCS home office and its affiliates, you are sure to find a race series you can compete in. Not only does each of these weekends pay points to one or more CCS Class Championship or Track Championship Series, but we trophy finishers back to 3rd place in every class! (4th and 5th

place awards are available for a small fee.)

Then, at the end of every season, we invite all CCS competitors to our annual Race of Champions, where you get to compete for the 49 National Championships up for grabs. Gridding for this Grand Finale is based on your performance in each CCS Championship Series, so the better you finish in your Series, the better your grid position is for the National Championship Race. And of course, the winner of each class is declared the Championship Cup Series National Champion for the year!

What Does It Cost?

CCS License Fee:

\$130.00 per Season
\$95.00 after 7/1. \$65.00 after 9/1.
All licenses expire January 1, 2020

CCS Pre-Entry Fees:

\$150 Full Day Practice
(Counts as 1st entry)
\$85.00 first entry
\$65.00 second entry

CCS Post-Entry Fees:

\$155 Full Day Practice
(Counts as 1st entry)
\$90.00 first entry
\$70.00 each additional
\$100 1/2 Day Practice
(DOES NOT count as 1st entry)

NJMP has a \$10 surcharge per rider for electricity and camping. Summit Point has a \$10 surcharge per rider for security and clean-up.

CCS Daytona Pre-Entry:

\$135.00 first entry (Includes Racer Credential)
\$95.00 each additional

CCS Daytona Post-Entry:

\$100.00 each class
(Does NOT Include Racer Credential)

CCS Rd America Pre-Entry:

\$115.00 first entry (Includes

Racer Credential)
\$95.00 each additional

CCS Rd America Post-Entry:

\$105.00 each class
(Does NOT Include Racer Credential)

Typical Gate Passes:

\$45 Four day pass
\$35 Three day pass
\$25 Two day pass
\$15 One day
Daytona gate fees are higher.

New License Clinic:

\$200.00 for CCS Licensing clinic at select events.

CCS Competition License Requirements

To apply for a CCS Competition License, you must be at least 12 years of age. (You must be at least 16 years old to compete at Daytona except in Moto 3 where the minimum age is 14.)

If you are below the age of majority in your home state, you must provide a notarized statement of permission from a legal parent or guardian along with your license application. (You must always have a parent or legal guardian present when competing if you are below the age of majority in your home state.)

In addition, you must provide proof of prior road racing experience within the last 5 years, or a certificate of completion of an approved Rider's School dated less than 12 months before you apply. Licenses from the following organizations are accepted as proof of experience: (AMA Pro, AFM, AHRMA, ASMA, CMA, CRA, CMRA, FIM, MOTOSERIES, MRA, OMRRA, RACE, SMRA & WERA.)

If you are using prior experience or a current license as basis for approval, you will be licensed with CCS in the same status as you currently hold with your other racing organization.

Unless you are or have been licensed with another racing organization, you must attend a school that has been approved by the Championship Cup Series. Some of the schools listed below are conducted at select CCS Regional events on Saturday during a race weekend. Included is both on-track and classroom instruction. Successful completion of the school allows you to buy a CCS license and sign up to race in Sunday's program. If you choose to wait, we will continue to accept these schools within 12 months of certification

Here is a list of the tracks and the contact person(s) for each venue's school.

Autobahn CC, Blackhawk Farms Raceway, Gingerman Raceway
Learning Curves Road Racing School
Phone 414-476-7433

Summit Point Raceway
Mid-Atlantic Road Race Club
<http://marrc.nova.org>
Phone 301-331-3984

Arizona Motorsports Park
XCEL Trackdays
E-mail: xcel@roadracesw.com
<http://www.xceltrackdays.com/>

Gateway International Raceway
Mid West Cafe Racer Association
info@midwestcaferacing.com

**Homestead Miami Speedway
Palm Beach International Raceway
Jennings GP**
John Long's Longevity Racing School
Phone 305-325-0775

New Hampshire Motor Speedway
Penguin Road Racing School
Phone 978-400-8204

The following schools run at various facilities. Contact them for a complete list of locations, dates and times

Team Hammer Advanced Riding School
Phone 951-245-6414

Absolute Cycle/Ace Race School
E-mail: AbsoluteTrackday@AbsoluteCycle.com
Phone: 1-877-382-9800

Apex Race Services
Website: apexraceservices.com
Phone: 615-594-7244
Email: tim@apexraceservices.com

BPM Advanced Riding School
Phone: (954)327-9014
Email: graffitty@bellsouth.net

California Superbike School Code Race Class
(After passing CCS written test at track)
(800) 530-3350

Chris Peris Riding School
Phone: 702-285-8179
E-mail: chris@perisrs.com

Cornerspeed Racing School
Phone 704-332-3147

Evolve GT
Phone 702-602-2770
support@evolvegt.com

Ed Bary Racing School
Phone 770-345-6474

Fishtail Riding School
Phone 603-662-7369

Lone Star Track Days
Phone 713-253-2966

Mid-America Motoplex Riders School
Phone 402-203-3409

Motorcycle Xcitement Racing School
Phone: 301-933-2599

N2 Race Licensing School
Website: www.n2td.org/
Phone: 717-468-7251
Email: Support@n2td.org

Ridesmart Motorcycle Schools
Phone: 512-689-9875

Sportbike Track Time (STT)
Phone 888-390-4020

Star Motorcycle School
(After passing CCS written test at track)
Phone 805-658-6333

Team Pro-Motion
Phone 215-675-6677

If you have attended a school that is not listed above, you may still be issued a license upon successful completion of an open book written test. Call us at 817-246-1127 and ask for Eric for more information.

All riders who are accepted for competition based upon their rider school completion, will be licensed as Amateurs. Once sufficient points have been earned, or your ability and experience has been displayed, your status will be upgraded to Expert.

All CCS licenses are valid from the date of issue to January 1st of the following year, and are honored at all CCS sanctioned events.

Your entry fees include standard practice, excess medical insurance, and the races entered. Refund policies vary, so please check with the promoter before entering.

Contact Information:
ASRA/Championship Cup Series
9928 Peregrine Trail, Fort Worth TX, 76108
Phone: 817-246-1127 Fax: 817-246-2977
Monday to Thursday 9 to 5 Central Time
www.ccsracing.us www.asraracing.com

ASRA/CCS Thanks These Fine Sponsors:

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Evans Cooling	Triumph
Ferodo	Suzuki
Honda	Vortex
Kawasaki	VP Fuel
KTM	Woodcraft
Michelin	Yamaha

Amateurs Invited to Compete in ASRA Championship Series Events!

In 2011 the ASRA Championship Series made the decision to move forward with a new format and created Amateur divisions to compete for a traveling National Championship.

Beginning the 2019 season at Daytona International Speedway on March 20-22, the ASRA Amateur Series will consist of three main classes: SuperStock for the 1000cc machines, SportBike for the 600cc machines and ThunderBike for the performance factored twin cylinder machines. The Moto 3 is a split Amateur and Expert class with recognition for the top 3 in each class in the series.

While ASRA Expert and Amateur status competition will share the track during the 18 to

22 mile long sprint races,, the riders will only be competing against other riders with the same status, just as they do in CCS Sportsman events. Each group will be competing for separate contingency and points while working for the ASRA Series National Championship over the eight race series.

The ASRA Championship Series will continue to set the starting grids based on qualifying or timed practice whenever possible, along with races that are longer than the standard CCS sprint, giving added value to all participants looking for an upgrade from the standard CCS program.

The only thing you have to do to step up to

ASRA is to get your AMA membership and enter the races.

2019 ASRA Sprint Series Amateur Contingency

(6 to 9 Finishers)

1st	\$ 225
2nd	\$ 125
3rd	\$ 100

(10 to 15 Finishers)

1st	\$ 300	4th	\$ 100
2nd	\$ 200	5th	\$ 75
3rd	\$ 125		

(16 or more Finishers)

1st	\$ 325	5th	\$ 100
2nd	\$ 225	6th	\$ 90
3rd	\$ 150	7th	\$ 80
4th	\$ 125	8th	\$ 70

CCS GT Classes Offer More Seat Time For Racers

So you're just getting started in road racing and want to know how to get more "bang" for your buck? The answer is the CCS GT series. These classes are run-what-you-brung races divided into four displacement categories, (500 GT-GTL-GTU-GTO) and they run for 25 minutes. (The average sprint race takes 10-12 minutes.) This gives you the most racing for the

money by giving you nearly twice the racing time that you find in a traditional 14-16 mile sprint race. Some riders prefer the longer distance because it forces them to use more strategy than an all-out sprint, some just like riding as long as they can at 100%, but most riders just like the fact they have time to improve their skill and the opportunity to overcome any "mistake"

they may make during the longer event.

One thing to keep in mind is that in a timed race is that the clock does not stop under a red-flag, so the nicer you and your fellow competitors ride, the more laps you get to cover. So race hard, race smart and enjoy the extra racing mileage of the CCS GT Series!

2019 Contingency Program Continues Growth

The 2019 season sees CCS continue one of the most productive contingency programs available anywhere. In 2018, our riders were offered almost \$10,000,000.00 in cash and product coupons from over 20 companies. That is an amazing \$130,000 per event contingency offered by CCS and its sponsors. And to really spice things up, Twin Sprint Weekends offer \$200,000 in awards over a single race weekend!

This program helps you get some of your investment back just by filling out a simple form each race weekend. It's fast, it's painless, and it will get you every bit of money that is available to each CCS licensed rider for using our sponsor's products. Tires,

fuel, sprockets, bodywork, brakes, they are all pieces you will need sooner or later, so why not use the ones that will pay you for using their product. That means racing becomes more affordable for you and these great companies get the exposure and recognition for their race-proven products. For more specific product and payout information, just go to our website (www.ccsracing.us) and follow the contingency link to all the information you need to make the right product decisions for you.

We are proud to extend our Contingency Program into the next season. With help from our sponsors, it will continue to be just as successful as ever.

CCS Rookies Cup Program

The Championship Cup Series is proud to present the 2019 CCS Rookies Cup Challenge. This event is only open to Amateur riders who have received their competition license less than 12 months before the start of the season. This means Rookies Cup competitors will only run against other riders who have less than 1 years experience road racing.

This program follows the GT Series displacement categories with GTL, GTU and GTO so not only do you not have to race against riders with years of experience, you only have to compete against machines your own size.

And just like all the other CCS classes, Rookies Cup trophies top three in each displacement category giving you the maximum opportunity to earn a trophy for your efforts!

CCS Racing Technical Requirements and Class Structure

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.

Motorcycles and Rider Equipment 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:

5.1 RIDER EQUIPMENT

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

Snell M2010 or M2015(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.

A. It is required that all riders put their competition number on the chin bar or side of their helmets to aid in identification should the rider be involved in a multi-bike incident.

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

5.1.3 Gloves with leather protecting the palms and fingers.

5.1.4 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.

5.1.5 Knee and toe sliders that emit sparks are prohibited.

5.2 MOTORCYCLE TECHNICAL REQUIREMENTS

5.2.1 CCS and/or ASRA stickers must be clearly displayed on each side of the motorcycle. Stickers are available at Tech Inspection at no charge to competitors.

A. Failure to properly display the required stickers will render the machine ineligible for CCS and/or ASRA contingency program.

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

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

A. 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.

5.2.4 All machines must have operational front and rear brakes.

A. Brake discs made of aluminum, or carbon fiber, are not permitted.

B. Brake disc carriers made of carbon fiber are not permitted.

C. 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 unit rests with the Tech Inspector.

D. Front brake lever guards are recommended but **NOT** required.

5.2.5 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.

A. 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.

5.2.6 All machines must have a self-closing throttle.

5.2.7 All turn signals, luggage racks, and mirrors must be removed.

5.2.8 All lenses and instrument faces must be taped or removed.

5.2.9 Center and side stands must be removed.

5.2.10 Rear fender or seat must extend to the rear of a line drawn vertically at the rear axle.

5.2.11 Fairings must be mounted in at least three locations. 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.

A. All fairings must be made of plastic, fiberglass or carbon fiber.

5.2.12 No streamlining may be attached to the rider.

5.2.13 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.

5.2.14 Oil coolers must be securely mounted in a protected area. All connections must be safety wired or otherwise secured by acceptable means.

5.2.15 On 4 stroke machines, crankcase ventilation must be routed into a heat resistant catch can of at least 350cc capacity or the air box.

A. If ventilation is routed into the air box, any drains from the air box must be sealed.

B. 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.

C. Radiator overflow and battery vent tubes must be routed into a separate catch can or the belly pan.

D. Final approval of the catch can system rests with the Tech Inspector.

5.2.16 All engine, transmission, dipsticks, final drive unit drain plugs and filler 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 and radiator caps are exempt. **On all machines, enough body work must be removed before coming to tech inspection so the Inspector can see them.**

5.2.17 Kick-starters, if retained, must be secured at two points.

5.2.18 Cooling system must not contain ethylene glycol.

5.2.19 All fuel must be gasoline as described in Section 1.

5.2.20 Valve stem caps with rubber O-rings installed are required on both wheels.

5.2.21 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.

A. Nitrous Oxide systems are strictly prohibited in all classes.

5.2.22 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.

A. 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 fairing.)

5.2.23 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.

A. Enlargement and/or modification of an OEM fairing lower is permitted to attain the necessary fluid retention

B. 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 in Section 5.2.11 of the rules.

C. 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.)

D. 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.)

E. 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.)

F. Final approval of the catch pan system rests with the Tech Inspector.

5.2.24 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 bodywork 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. **ASRA/CCS is not responsible for the recovery or return of any onboard camera.** Mounting and use of onboard cameras is at the rider's own risk. Final approval of mounting compliance will rest with the Tech Inspector.

5.2.25 Final approval of machines compliance will rest with the Tech Inspector.

5.3 NUMBER DISPLAY REGULATIONS

5.3.1 Numbers will be assigned by CCS or ASRA.

5.3.2 Expert CCS Sprint Riders will use white display areas or plates. Amateur CCS Sprint Riders will use yellow display areas or plates.

Electric machines must use green number displays with white numbers, regardless of licensing status.

5.3.3 All ASRA Expert riders will use white display areas or plates. All ASRA Amateur riders will use yellow display areas.

5.3.4 Number plates, or number display areas, will be a minimum of 10 by 12 with radiused corners.

5.3.5 Painted displays or separate plates.

A. Front display may be painted only if the front section of the fairing is of adequate size and display is clearly legible. Otherwise, a 10 by 12 plate must be mounted. The front display area must be unbroken by air intakes, and only one number display will be allowed.

(1.) If the rider chooses to position the front number display to the side of the air intake, that number display **MUST** be on the same side as the scoring station used during each event. (i.e. if you are competing at Summit Point, the front display must be on riders right. If you are competing at Roebing Road, the front display must be on riders left.) It is the riders responsibility to have the number display on the correct side before coming to Tech Inspection.

B. Side displays may be painted on rear body work only if that body work presents a **basically flat surface of adequate area**. Otherwise, a 10 by 12 plate must be mounted. The side plate must be mounted on the seat or tail section and to the rear of the rider. Mounting must be high enough to insure that the number is clearly visible when the machine is leaned (cornering) without interference caused by rider extremities or machine parts.

(1.) If the tail section profile does not allow the machine to comply with Section 5.3.5.B, 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

number must be also be displayed on each side of the lower fairing as to be visible by safety crew and officials. **These displays must meet the criteria of Section 5.3.5.B.** It is the rider's responsibility to have the number display correct before coming to Tech Inspection.

5.3.6 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.

5.3.7 The following samples show the type style required to comply with these rules: Excessive italicization is prohibited. (Verdana Bold /Italic shown below.) **1 2 3 4 5 6 7 8 9 0 - 1 2 3 4 5 6 7 8 9 0**

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

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

5.4 ELECTRONIC SCORING UNIT REGULATIONS-When applicable. Not all events or affiliates will offer this benefit, so check with local officials regarding the applicable standards for mounting and usage.

5.4.1 CCS or ASRA events using the Westhold Scoring System will require each rider to purchase or rent an electronic scoring unit (ESU) at the time of registration. In the event a rider chooses to rent an ESU, the unit then becomes the riders responsibility until returned at the conclusion of the riders final race or the conclusion of the event, whichever comes first. Failure to return unit will result in a fine equal to the replacement cost plus

A. In the event a rented ESU is lost due to a crash at an event, the rider will only be charged for exact replacement cost as long as the rider notifies the Race Director or Referee before leaving the facility.

5.4.2 All machines must have the ESU properly mounted before going to technical inspection. Machines without the ESU properly installed will not be given a tech sticker and cannot enter the racecourse until gaining approval. The ESU is considered to be properly mounted if it is securely fastened to the right front fork leg, right front fork tube or right side of fairing where the signal can be read by the ground antenna and activated by passing through the activation area. It is the riders responsibility to insure proper activation of the ESU before entering the racecourse.

A. There can be no solid metal or carbon fiber between the mounted ESU and the ground antenna. In all cases where motorcycle chassis or body work design places solid metal or carbon fiber between the ESU and the ground antenna, it is the riders responsibility to provide an adequate or alternate mounting location that allows the ESU to be activated and to function properly.

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

A. At events where electronic scoring is used, the ESU 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. Penalties levied as a result of this infraction are not subject to protest or appeal.

B. At events where electronic scoring is used, a single ESU assigned to the rider must be mounted to the machine. Mounting multiple ESUs assigned to multiple riders could result in disqualification at the discretion of the Race Director or Referee. Penalties levied as a result of this infraction are not subject to protest or appeal.

5.4.4 Final approval of ESU mounting and location will rest with the Tech Inspector or Referee.

SECTION 6 – CCS AND ASRA CATEGORIES & CLASS STRUCTURE

CCS CLASSES - Machines are classified for competition as SuperSport, SuperBike, Grand Prix, ThunderBike, Formula 40 and GT.

6.1 SUPERSPORT - 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. Superceded parts may be used only if the manufacturer no longer produces the original part.** Proof of compliance rests with the competitor entering the machine.

6.1.1 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. CCS will maintain a list of non-standard approved models and that list will be available at each event from the Race Director.

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

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

6.1.2 All motorcycles must meet the following requirements in addition to the applicable requirements in Section 5.

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

(4.) 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.) Aftermarket brake cooling ducts or wind deflectors are prohibited in SuperSport.

C. Any fairing may be used provided meets the requirements in Section 5..

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 to mount in the stock location for that specific make, model and year machine. Aftermarket air filter units that replace part of the OEM air box are required to maintain the **exact** original size and number of air inlet openings as the stock unit for that specific make, model and year machine.

(1.) Aftermarket filters that replace part of the airbox must remain as produced by the manufacturer of the aftermarket units. Attempting to modify the aftermarket unit by attaching parts from the OEM unit is strictly prohibited.

E. Engine modifications include the following:

(1.) Aftermarket pistons may be used but must be same size, compression ratio and weigh no less than OEM pistons.

(a.) 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.

(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.

(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. 6.1.2. 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.

(1.) If the Race Director declares a "Wet" event, commercially available rain tires may be used in place of DOT approved tires for the remainder of that race day.

6.1.3 - Displacement limits are absolute and are set as follows:

300 SUPERSPORT (Amateur & Expert Divisions)

Single cylinder, four-stroke liquid cooled, 310cc

Twin cylinder, air cooled, 350cc

Twin cylinder, four-stroke liquid cooled, up to 300cc

500 SUPERSPORT (Amateur & Expert Divisions)

Single cylinder, up to 600cc

Twin cylinder, 2-stroke, up to 400cc

Twin cylinder, liquid cooled, non-desmodromic valves, up to 525cc

Twin cylinder, air cooled, up to 650cc

Four cylinder, liquid cooled, up to 400cc

Four cylinder, air cooled, 2 valve, up to 500cc

NOTE: Ducati/Bimota/BMW Supermono/Woods Rotax are excluded from this class.

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 800cc

Twin cylinder, air cooled, up to 1210cc

Four cylinder, liquid cooled, up to 450cc

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 855cc

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 (Amateur & Expert Divisions)

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

6.2 SUPERBIKE - SuperBikes are based upon production models, sold by manufacturer 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. CCS reserves the right to declare unusual or limited production machines eligible for SuperBike competition. All machines must meet the standards of Section 5 as well as the following. CCS reserves the right to re-factor machines at any time. CCS will notify current licensees 30 days prior to any change. Changes will take effect 30 days from the original date of notification.

A. KTM RC390 Cup machines are allowed to compete in SuperBike.

6.2.1. All machines must meet the equipment standards of Section 5, as well as the following:

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

C. 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.)

D. Any fairing may be used if it meets the requirements of Section 5.

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

6.2.2. SuperBike Class displacement limits are absolute and are set as follows:

300 SUPERBIKE (Amateur & Expert Divisions)

Single cylinder, four-stroke liquid cooled, 310cc

Twin cylinder, air cooled, 350cc

Twin cylinder, four-stroke liquid cooled, up to 300cc

Electric bikes up to 125 volts

NOTE: 125GP, MD 250 and NSF250 machines are not eligible for 300 SuperBike.

500 SUPERBIKE (Amateur & Expert Divisions)

Single cylinder, up to 600cc

Twin cylinder, 2-stroke, up to 400cc

Twin cylinder, liquid cooled, non-desmodromic valves, up to 525cc

Twin cylinder, air cooled, up to 650cc

Four cylinder, liquid cooled, up to 400cc

Four cylinder, air cooled, 2 valve, up to 500cc

NOTE: Ducati/Bimota/BMW Supermono/Woods Rotax are excluded from this class.

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, 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 800cc

Four cylinder, liquid cooled, up to 565cc

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

Harley-Davidson Sportsters of unlimited displacement

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

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

Three cylinder, liquid cooled, up to 770cc

Three cylinder, air cooled, up to 1000cc

Four cylinder, liquid cooled, up to 660cc

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

NOTE: 250 GP machines are eligible for Middleweight SuperBike.

HEAVYWEIGHT SUPERBIKE (Amateur & Expert Divisions)

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

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

All other engine configurations, Unlimited displacement

UNLIMITED SUPERBIKE (Amateur & Expert Divisions)

All engine configurations, Unlimited displacement

6.3 GRAND PRIX - Grand Prix machines are unrestricted in all areas as long as they meet the standards of Section 5.

6.3.1 Machines not sold by manufacturers via normal commercial channels may be approved for different displacement classes on an individual basis. CCS will maintain a list of non-standard approved models and that list will be available at

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

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

Moto 3 (Amateur & Expert Divisions)

Two stroke, single cylinder, up to 125cc

Four stroke, single cylinder, up to 390cc

Four stroke, twin cylinder, up to 325cc

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, liquid cooled, up to 565cc

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

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

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

Three cylinder, liquid cooled, up to 770cc

Three cylinder, air cooled, up to 1000cc

Four cylinder, liquid cooled, up to 660cc

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

Electric bikes unlimited voltage

UNLIMITED GRAND PRIX (Amateur & Expert Divisions)

Unlimited Displacement

6.4 THUNDERBIKE - Thunderbike machines, 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.**

6.4.1 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. CCS will maintain a list of non-standard approved models and that list will be available at each event from the Race Director/Referee.

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

6.4.2 All machines must meet the equipment standards of Section 5, as well as the following:

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 except where specifically prohibited.

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 Thunderbike class displacement limits is not allowed.

D. Fairings that meet the requirements of Section 5 may be used.

E. Liquid cooling is not allowed unless original equipment on the model 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.

6.4.3 CCS Thunderbike Class displacement limits are absolute and are set as follows:

THUNDERBIKE (Amateur and Expert)

Single cylinder, Unlimited displacement

Two stroke, Unlimited displacement

Twin cylinder, air cooled, push-rod, Unlimited displacement

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

Twin cylinder, liquid cooled, 4 valve per cylinder, up to 750cc

Twin cylinder, liquid cooled, non-desmodromic valves, 4 valve per cylinder, up to 800cc

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

All air-cooled, 2-valve, unlimited displacement

6.5 GT - GT machines are unrestricted in all areas as long as they meet the standards of Section 5. CCS reserves the right to re-factor machines at any time. CCS will notify current licensees 30 days prior to any change. Changes will take effect 30 days from the original date of notification.

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

GTO - (Amateur & Expert Divisions)

Unlimited Displacement

GTU - (Amateur & Expert Divisions)

Displacement as per Middleweight Grand Prix

GTL - (Amateur & Expert Divisions)

Displacement as per Lightweight Grand Prix

500 GT (Combined)

Displacement as per 500 SuperBike

NOTE: 250GP machines are not eligible for 500 GT.**6.6 FORMULA FORTY** - All participants in Formula 40 must be at least 40

years of age. (Amateur & Expert Divisions)

6.7.1 All machines legal for Lightweight Grand Prix or Thunderbike are legal for Lightweight Formula 40.

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

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

6.7.4. Class displacement limits are absolute and are set as follows:

LIGHTWEIGHT FORMULA 40 (Amateur & Expert Divisions)

Displacement as per Lightweight Grand Prix or 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

2019 ASRA Information

In 2006, the American Sportbike Racing Association took over for the old Formula USA Series and for 2019 the ASRA Series will continue its legacy with 8 events for the new season.

The ASRA Championship Series presented by Pirelli Tire is sanctioned by the AMA. This has opened new doors for sponsorship, spectators and smooth the transition from ASRA to the Moto America Series.

All of the ASRA Series classes have minimum weight limits for each machine, with Moto 3 and ThunderBike minimum weights for bike and rider based on engine configuration.

The ASRA Championship Series premier class is Superstock. With the displacement limit at 1000cc for four cylinder machines or 1200cc for twins, a 375lb weight minimum, this class adds some real rockets to the program.

The largest class in participation is SportBike.

With machines based on 600cc fours and 850ccs twins, this class features the closest, fastest racing around. (This is the ASRA class that will run in the Daytona 200 in March.) All machines in the SportBike class are required to meet the minimum weight of 355lbs as they come off the track after the race.

For 2019 the ThunderBike class weight limit is 570 pounds (tested weight of bike and rider in full gear) for twins and triples over 700cc. There is no weight limit for twins under 700cc. Four cylinder machines will be required to meet 650 pounds (tested weight of bike and rider).

Continuing in ASRA for 2019 is Moto 3. This class is structured the same as CCS Moto 3 with a minimum age of 14 at the time of the event.

The 2019 ASRA Contingency is listed below, these figures are based on participation so the more riders run, the higher the reward for each

class.

Let's not forget the Team Challenge Presented by Michelin Tire, continuing in the ASRA line-up for it's 18th season. Once again the Team Challenge contingency awards will be set on number of entries, with a bonus for overall, and the schedule will vary from the ASRA Sprint schedule with an overlap at Daytona during the Race of Champions. The 2019 Team Challenge schedule is listed on the next page. Entry fees for Team Challenge will be \$200 pre-entry and \$225 per post-entry.

Popular features for the Team Challenge are AMA sanctioning and the inclusion of up to four 3-hour events for 2019. These events will be 3-hours or 200 miles, whichever comes first, giving you even more options for the 2019 racing season.

We thank you and look forward to seeing you at an ASRA event near you in 2019.

2019 ASRA Contingency Information

Continuing with a program started in the 2012 season, the ASRA events will pay contingency money for each event.

The greatest feature of this ASRA contingency is how easy it is to qualify for the reward. Simply fill out your ASRA/CCS contingency form and have the technical inspector verify you have the correct ASRA and AMA stickers displayed on both sides of the machine used in the eligible class. That's it, that's all you have to do.

ASRA Contingency Requirements:

All machines must display an approved ASRA Championship Series sticker on both sides of the machine. A completed ASRA contingency form must be presented, with the motorcycle, at tech inspection for official verification. All forms must be presented at tech inspection with the motorcycle before racing starts and the rider must sign the form in front of Tech official. To officially be considered a finisher, you must meet the requirements found in 3.4.7 with regard to placement on the results.

ASRA Contingency Restrictions:

ASRA Contingency rewards are scheduled to be processed and mailed out within 45 days of the event, so if you have not received your award by 60 days after the event, contact the ASRA/CCS office at 817-246-1127 or e-mail Eric Kelcher at contingency@ccsracing.us. Inquiries made later than 75 days past the event will not be accepted.



Sanctioned by

2019 ASRA Series Contingency

(6 to 10 Finishers)

1st	\$ 225
2nd	\$ 125
3rd	\$ 100

(11 to 15 Finishers)

1st	\$ 300	4th	\$ 100
2nd	\$ 200	5th	\$ 75
3rd	\$ 125		

(16 or More Finishers)

1st	\$ 325	5th	\$ 100
2nd	\$ 225	6th	\$ 90
3rd	\$ 150	7th	\$ 80
4th	\$ 125	8th	\$ 70

ASRA Team Challenge Contingency

Overall Bonus up to 15 Finishers

1st	\$ 250
2nd	\$ 150
3rd	\$ 100

Overall Bonus 16 to 20 Finishers

1st	\$ 350
2nd	\$ 250
3rd	\$ 150

Overall Bonus Over 21 Finishers

1st	\$ 500
2nd	\$ 300
3rd	\$ 200

Bonus Paid Per Class

1st	50% *
2nd	30% *
3rd	20% *

* Percent of Bonus based on 50% of entry fees for the finishers listed on the results..

2019 CCS/ASRA Schedule

AMA Sanctioned ASRA Championship Series Presented by Pirelli Tire

Mar 15-17 Daytona Int'l Speedway
 May 25-27 Summit Point Circuit
 June 8-9 Virginia Intl
 Jul 6-7 NJMP Thunderbolt
 Aug 24-25 Roebing Road Raceway
 Sept 21-22 Blackhawk Farms
 Oct 18-20 Daytona Intl Speedway

AMA Sanctioned ASRA Team Challenge Series Presented by Michelin Tire

Feb 9 Homestead Miami Spdwy
 Apr 14 Carolina MP
 May 18 Blackhawk Farms
 June 15 NH Motor Speedway >
 Aug 18 Summit Point Circuit #
 Sept 1 NJMP Thunderbolt
 Sept 15 Virginia Intl #
 Oct 19 Daytona Intl Speedway #
= 3 hours or 200 miles

2019 CCS Sanctioned Events

36th Annual Race of Champions

Oct 18-20 **Daytona Intl Speedway**

Loudon Road Race Series >

Apr 26-28 NH Motor Speedway>
 May 17-19 NH Motor Speedway>
 June 14-16 NH Motor Speedway>
 July 26-28 NH Motor Speedway>
 Aug 16-18 NH Motor Speedway>
 Sep 13-15 NH Motor Speedway>
 Oct 4-6 NH Motor Speedway>

Atlantic Roadracing Championship

Apr 13 Carolina MP**
 Apr 14 Carolina MP**
 Apr 27-28 NJMP Thunderbolt *
 May 25-27 Summit Point Circuit
 June 22 Summit Point Circuit**
 June 23 Summit Point Circuit**
 July 6-7 NJMP Thunderbolt
 Aug 17-18 Summit Point Raceway
 Aug 31 NJMP Thunderbolt**
 Sep 1 NJMP Thunderbolt**

Florida Roadracing Championship

Feb 9-10 Homestead # *
 Mar 15-17 Daytona Int'l
 Apr 27-28 Homestead #
 Aug 24 Roebing Road **
 Aug 25 Roebing Road **
 Sept 28-29 Homestead #
 Oct 19-20 Daytona Intl Speedway
 Dec 7-8 Homestead # *

Mid-Atlantic Roadracing Championship

Mar 15-17 Daytona Int'l *
 Apr 13 CMP**
 Apr 14 CMP**
 Apr 27-28 NJMP Thunderbolt*
 May 25-27 Summit Point Circuit
 June 8-9 Virginia Intl
 June 22 Summit Point Circuit**
 June 23 Summit Point Circuit**
 July 6-7 NJMP Thunderbolt
 Aug 17-18 Summit Point
 Sept 15-16 Virginia Intl*

Mid-West Roadracing Championship

May 4-5 Autobahn North #*
 May 18-19 Blackhawk Farms #
 June 15 Brainerd Intl**
 June 16 Brainerd Intl**(Hosted by CRA)
 June 22-23 Blackhawk Farms #
 July 20 Blackhawk Farms**
 July 21 Blackhawk Farms**
 Aug 17-18 Blackhawk Farms #
 (With CRA)
 Blackhawk Farms*

Southeast Roadracing Championship

Mar 15-17 Daytona Int'l*
 Apr 13 Carolina Mtrspts Park**
 Apr 14 Carolina Mtrspts Park**
 June 8-9 Virginia Intl
 Aug 24 Roebing Road Raceway**
 Aug 25 Roebing Road Raceway**
 Sept 14-15 Virginia Intl*
 Oct 19-20 Daytona Intl Speedway

MotoGirlGT Roadracing Championship

Apr 27-28 NJMP Thunderbolt*
 May 25-27 Summit Point Circuit
 June 8-9 Virginia Intl
 June 22 Summit Point Circuit**
 June 23 Summit Point Circuit**
 July 6-7 NJMP Thunderbolt
 Aug 17-18 Summit Point
 Aug 31 NJMP Thunderbolt**
 Sep 1 NJMP Thunderbolt**
 Sept 15-16 Virginia Intl*

All Dates Are Subject to Change

*= Double Points **= Twin Sprint #= Sat Practice
 >= Hosted by LRRS
 Contact affiliates for entry information to these events.

Team Hammer Pro Practice

October 18 Daytona Intl Speedway
 Hosted by Team Hammer Advanced Schools
 (For details see www.teamhammer.com/school.)
 Revised 4/11/19

WHEN YOU'RE READY TO GO RACING!

If you are interested in racing or know someone who is, you have come to the right place. 2019 is Learning Curves Racing and Riding clinic's 31st season instructing over 8400 students to date. Teaching new racers how to be fast and safe, on the track is our main focus. Many Learning Curves graduates have gone on to become Regional and National champions!

Learn the in's and out's of the race track from one of the country's most experienced schools.

Official Road Race Licensing Clinics:

May 4 Autobahn CC Raceway, IL
 May 18 Blackhawk Farms Raceway, IL
 June 22 Blackhawk Farms Raceway, IL
 July 20 Blackhawk Farms Raceway, IL
 Aug 17 Blackhawk Farms Raceway, IL
 Sept 21 Blackhawk Farms Raceway, IL

Also Available:
 - Beginner Rider Training
 - Special Event Riding Clinics

For more details:
info@learningcurves.com



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2019 COMPETITION LICENSE APPLICATION INSTRUCTIONS

Incomplete, illegible, or incorrect applications will be returned. Please fill out the other side exactly as called for in the following instructions:

1. Please print the information in the blank spaces provided. It is important that you print clearly and precisely as most of the errors are not "typo" problems, but the results of our inability to read the forms. Do not abbreviate city names.

2. Make sure we have complete personal information including name, address, ASRA/CCS member number (new riders with ASRA/CCS please leave this blank), day and night time phone numbers, e-mail address, birth date, and age. (Applicants under the age of 18 must have a signed notarized release form from their parent or legal guardian on file with ASRA/CCS before a competition license will be issued.) Applicant must be a minimum of 14 years old to apply for an ASRA Series license. Applicant must be a minimum of 12 years old to apply for a Championship Cup Series license and those who are between the ages of 12 and 16 may have their license restricted to use in certain classes.

3. Renewal applications cannot be processed without your 7 digit ASRA/CCS member number. New applicant please leave this blank, your member number will be assigned during initial processing. The personal insurance information is required.

4. Give us the correct information for the type of License for which you are applying. Please check Amateur or Expert, and then fill out the CCS required information. If you are applying for an ASRA License, please check the appropriate box. (ASRA License requires a current AMA Membership for 2019.)

CCS License Requirements: Rider must currently be eligible for an Amateur, Expert or Professional class license with any of the following organizations (AMA Professional, AFM, AHRMA, ASM, ASMA, CCS, CMA, CRA, CMRA, FIM, Moto America, MRA, OMRRA, RACE, SOAR, WERA or WMRRA). Riders who have not held a license in three years must return as Amateur status riders. If the lapse has been more than 5 years, rider must attend an approved racing school or clinic before being issued a new competition license.

If your Expert experience is not with CCS or one of its affiliates, please include proof of experience. (Photocopy of your previous Expert license, up to 3 years old, or a confirmation letter from the sanctioning body who issued the license including the date of issue.)

5. Please give us three choices for your competition number. We will assign you the first number available in the computer.

6. 2019 License fees are: \$130.00 if purchased prior to 7/1/18, \$95.00 if purchased between 7/1/19 through 8/31/19, & \$65.00 if purchased between 9/1/18 through 12/31/19.

7. Read the Release and Assumption of Risk section and the Agreement, and then sign on the signature line.

8. Please include a copy of your license or a current rider's school certificate if you have not been licensed with CCS or ASRA in the past 5 years. We cannot process your application without this proof of experience. School certificates must be less than 12 months old at the time of licensing and licenses submitted must be no older than 5 years.

9. Please check the box if you would like to receive a 2 year subscription to Roadracing World for just \$30.

9. Enclose your check or money order made out to ASRA for the correct fee (or fill in credit card info) and mail it to:

CCS / ASRA – 9928 Peregrine Trail - Fort Worth, Texas 76108

If you live in Maine, Vermont, New Hampshire, Massachusetts, Connecticut or Rhode Island mail it to:

Loudon Road Race Series - PO Box 7888 - Loudon, NH 03307

PLEASE DO NOT FAX THIS APPLICATION! WE MUST HAVE A SIGNED ORIGINAL TO PROCESS YOUR APPLICATION

2019 ASRA/CCS Pre-Entry Instructions

Please print all information- clearly, carefully, and legibly.

If we cannot decipher your information with some degree of confidence, we will return the entry for clarification.

1. Rider Information Section: Fill in your Member # if known, your 2019 Competition #, and check either Amateur or Expert. Print your personal information. Give us the emergency contact information we need. Please make certain to include your Westhold Transponder number if available.

2. Class Section: To enter a class, print the brand and model of motorcycle (Yamaha R-1, Kawasaki ZX10, Suzuki GSXR, Etc.) in the BRAND/MODEL column next to each class that you are entering, and then print the displacement in the CC column. To enter the Rookies Cup Challenge check the box beside your class. For Vintage please type in the class or classes in the Brand/Model section and then the brand and size of your machine in the appropriate sections. If you are entering multiple Vintage classes on the same bike, type-in all the appropriate classes. For multiple bikes, use an additional form and mark it "add-on". **If you are entering CCS or ASRA classes on an ASRA weekend you must enter your AMA membership number on the entry form.**

3. Race 1 or Race 2 Selection: These boxes are only used for CCS Twin Sprint entries. As of December 1, 2018, these events are: Carolina Motorsports Park, Summit Point in June, Blackhawk Farms in July, Roebing Road in August and the September event at NJMP. If you do not check these boxes, we will automatically enter you in Race 1 only.

4. Fees: Pre-Entry fees are \$85.00 for the first CCS class entered and \$65.00 for each additional CCS class entered. All events at NJMP are \$95 for the first pre-entry and includes electricity and camping. All ASRA classes are \$95.00 pre-entry.

Practice pre-entry is \$150 for those events with an ASRA/CCS hosted practice before the event and counts as a first entry for the event. (These events are: Autobahn in April, Summit Point in May, Blackhawk Farms in May and August.)

Daytona Bike Week pre-entry prices are \$130, each additional class is \$95. As in the past, the first CCS pre-entry includes your Hot Pit Credential, a \$65 value. For those who choose to post enter the event, it will be \$100 per class plus you will have to purchase a credential.

Road America pre-entry prices are \$115 for the first ASRA, CCS or AMA class, each additional class is \$95. As at Daytona, the first pre-entry includes your Hot Pit Credential, a \$40 value. For those who choose to post enter the event, it will be \$105 per class plus you will have to purchase a credential. (Post entry Friday credentials will be \$40, Saturday credentials will be \$30 and Sunday Credentials will be \$20.)

Checks on US banks should be for the full amount calculated as above. Canadian or other international riders must remit by either charge card, cashiers check or money order in US funds. All checks or money orders should be payable to CCS or ASRA.

Master Card/Visa/Discover: Please fill in the blanks on the front of the form. Check off the correct card type (Master Card, Visa, or Discover). We must have the **billing zip code, expiration date, CVN number, complete card number and name** as printed on the card. Declined charges will result in a return of the entry form without processing to the rider. Declined charges void original delivery date; entry will be processed as of the date payment is made on resubmitted pre-entries. All pre-entry fees will be charged immediately upon receipt, no exceptions.

5. Mail entries: Please complete the charge card information or enclose your check or money order and mail to:

ASRA/CCS - 9928 Peregrine Trail Fort Worth, Texas 76108

6. Fax entries: You may fax your entries if you adhere to the following instructions: Fax entry is for charge cards only and must include complete charge card information. Declined charges will result in a return of the entry form without processing to the rider. Declined charges void original delivery date; entry will be processed as of the date payment is made on resubmitted pre-entries. All pre-entry fees will be charged immediately upon receipt, no exceptions. Send your completed form via **fax to 817-246-2977**. (24-hour line).

Pre-entries close two weeks before the event.

All cancellations must be received in writing by ASRA/CCS prior to the opening of registration at the event. your completed form via **fax to 817-246-2977**. (24-hour line). **Pre-entries close two weeks before the event.** All cancellations must be received in writing by ASRA/CCS prior to the opening of registration at the event. by ASRA/CCS prior to the opening of registration at the event.

6. Online entries: For 2019, online entry is available at <http://ccsracing.us/racerportal.html> once you apply for your license and receive your user name and password.



2019 ASRA/CCS License Application

ASRA/CCS Member # (If applicable) _____ Birth Date: _____ Age: _____

AMA Member Number: _____ EXP DATE: _____

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone #: _____ Daytime Phone #: _____

Westhold Transponder # _____ Additional Transponder # _____

Personal Medical Insurance? Yes () No () Company Name: _____ Policy Number: _____

E-Mail: _____

Emergency Contact: _____ Emergency Phone # (_____) _____

Championship Cup Series: I wish to be licensed as: Amateur: (____) or Expert : (____) 2018 CCS # _____

Choices for your CCS Competition Number: 1. _____ 2. _____ 3. _____

(____) I am an experienced racer licensed by: _____ Years of experience: _____

(____) I am applying for a license based upon training at a road racing school completed within the previous 12 month period as described here: Name of School: _____ Date & Track: _____

ASRA Series: (____) I wish to be licensed for ASRA competition: (Check to apply. Applicant must be 16 years old and an AMA Member.)

Choices for your ASRA Competition Number: 1. _____ 2. _____ 3. _____

CREDIT CARD INFO: -MASTERCARD - (____) -VISA - (____) -DISCOVER - (____)

CARD NUMBER: _____ EXP DATE: _____ CVN# _____

CARD ISSUED TO: _____ Zip: _____

READ THIS RELEASE

RELEASE AND ASSUMPTION OF RISK: I, hereby release, and agree to hold harmless the Championship Cup Series, ASRA Championship Series, American Sportbike Racing Association L.L.C., HD Promotions, Loudon Road Race Series, New Hampshire Motor Speedway Inc., Daytona International Speedway LLC, United States Grand Prix Riders Union, Mid-Atlantic Road Race Club, Midwest Cafe Racing Association, Learning Curves Road Race School, Penguin Racing School, Longevity Racing School, Team Hammer Inc., the promoters, the owners and lessees of the premises, the participants, and the officers, directors, officials, representatives, agents and employees of all of them, of and from all liability, loss, claims and demands that may accrue from any loss, damage or injury (including death, loss of limbs and permanent disablement) to my person or property, in any way resulting from, or arising in connection with this event, and whether arising while engaged in competition or in practice or preparation therefore, or while upon, entering or departing from said premises, from any cause whatsoever, I know the risk and danger to myself and property while upon said premises or while participating or assisting in this event, so voluntarily and in reliance, upon my own judgment and ability, I thereby assume all risk for loss, damage or injury (including death, loss of limbs and permanent disablement) to myself and my property from any cause whatsoever.

AGREEMENT: By my signature below, I hereby agree to the terms of the above release and further agree to abide by the current Championship Cup Series and ASRA Road Race Rules and Regulations and any Special Regulations in all participation with this license. I hereby agree to allow my likeness to be used for promotional purposes by the Championship Cup Series, the ASRA Championship Series and their affiliates without any further compensation to myself. I hereby agree to surrender a complete unedited copy of any and all video to ASRA/CCS immediately upon request. I certify that the above information regarding my age, identity, and experience is true and freely given for the purpose of obtaining a competition license:

APPLICANT SIGNATURE: _____ **Date:** _____

(____) Please add \$30 to my license fee for a 24-month subscription to Roadracing World magazine

DO NOT FAX THIS APPLICATION - MAIL TO: CCS / ASRA – 9928 Peregrine Trail – Fort Worth, TX 76108

Received: _____ Amount: \$ _____ Cash - (____) Check - (____) Credit - (____)

Clerk Initials: _____ ASRA # Assigned _____ CCS # Assigned _____ Region _____



ASRA Championship Series
Championship Cup Series
9928 Peregrine Trail
Fort Worth TX, 76108

Join The Only Organization That Takes You From Start to Finish!

Where else can you go from New Racers School to Professional Racer without changing organizations? Only the Championship Cup Series and it's national series partner, the American Sportbike Racing Association, can offer you a program that will be with you every step of the way. From a new racers school at one of 40 plus events sanctioned by CCS to the ASRA Championship Series sanctioned by the AMA, we've got you covered.

For the first time racer, ASRA/CCS offers 36 different classes for everything from a 125cc Grand Prix machine to Unlimited Grand Prix machinery, not to mention everything else in between.

These first time racers, called Amateurs, compete against each other for trophies and points towards the Series and Class Championships at each event. There is even a special award for Track

Championships in each class at Summit Point Motorsports Park, New Jersey Motorsports Park and Blackhawk Farms Raceway from their 4+ race series run by CCS or it's affiliates at those facilities.

For the experienced rider, whether you're an Expert or a Pro, ASRA/CCS offers 33 classes for you to hone your skills in. Not only are there classes for every machine imaginable, but there is a ASRA/CCS sponsored contingency program in four AMA Sanctioned ASRA Championship Series classes (Separate Expert and Amateur divisions) up for grabs at each of the ASRA Series races. (Requirements at CCS affiliates may vary, check with the main office for more information.)

If you're just getting started, check out the CCS New Racers Licensing Clinics offered on the Friday or Saturday program during most of the Regional

Championship Series events. Just prepare your machine by the Technical requirements found inside this mailer, and come to the track. Then after you sign up and pass the New Racers Licensing Clinic, (fees ranging from \$175 to \$300), you can get your license and sign up for your Sunday races. How much easier can it be?

Just look inside this mailer and you will find all the information needed to get started in the most exciting sport on the planet, motorcycle road racing! So don't waste any more time, get started racing at the next CCS race in your area. You won't regret it!

Contact Information:
ASRA/Championship Cup Series
9928 Peregrine Trail, Fort Worth TX, 76108
Phone: 817-246-1127 Fax: 817-246-2977
Monday to Thursday 9 to 5 Central Time
www.ccsracing.us www.asraracing.com