



American Sportbike Racing Association & Championship Cup Series



Volume 33, Issue 2

January 1, 2016

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 60 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 40 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:

\$125.00 per Season
\$90.00 after July 1st.
\$60.00 after September 1st.
All competition licenses expire January 1, 2017

CCS Pre-Entry Fees:

\$145 Practice
(Counts as 1st entry)
\$80.00 first entry
\$60.00 second entry

CCS Post-Entry Fees:

\$150 Practice
(Counts as 1st entry)
\$85.00 first entry
\$65.00 each additional

NJMP has a \$10 surcharge per rider for electricity and camping.

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:

\$125.00 first entry
(Includes Racer Credential)
\$95.00 each additional

CCS Rd America Post-Entry:

\$110.00 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:

\$175.00 - \$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.)

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, WSMC & WMRRA.)

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 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, Road America,
Learning Curves Road Racing School
Phone 414-327-0140

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 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 Baryg 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

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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KTM

Michelin
Moto Liberty
Pirelli
Pit Bull
Sharkskinz
Street and Comp TSE
TighTails
Triumph
Suzuki
Vortex
VP Fuel
Woodcraft
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 2016 season at Daytona International Speedway on March 10-13, 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.

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.

2016 ASRA Sprint Series Amateur Contingency

(6 to 9 Starters)

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

(10 to 15 Starters)

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

(16 or more Starters)

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, (GT Ultralight-GTL-GTU-GTO) and they run for 25 minutes. (The average sprint race takes 10-12 minutes.) This gives you the most rac-

ing for the money by giving you nearly twice the racing time that you find in a traditional 14-16 mile sprint race. Some rider 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 over come 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!

2016 Contingency Program Continues Growth

The 2016 season sees CCS continue one of the most productive contingency programs available anywhere. In 2015, 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 it's 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,

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 2016 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.

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, and 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. 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. 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. 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. 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. Number 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.

5.3.7 The following samples show the type style required to comply with these rules: **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 shipping and handling..

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.

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, SuperTwins, 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. Proof of compliance rests with the competitor entering the machine.

6.1.1 Production machines not sold by manufacturers and their dealers forstreet 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.

B. Aftermarket brake rotors may be used but must be the same dimensions as the originals 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 model machine. Aftermarket air filter units that replace part of the OEM. 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 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, 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. Tires must be DOT approved.

(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:

500 SUPERSPORT (Combined)

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 680cc

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 cylinder, 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:

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 730cc

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 cylinder, 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

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 500cc
Four cylinder, liquid cooled, up to 565cc
Four cylinder, air cooled, 2 valve, up to 750cc

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 730cc

Three cylinder, air cooled, up to 1000cc
Four cylinder, liquid cooled, up to 660cc
Four cylinder, air cooled, 2 valve, up to 1200cc

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:

ULTRALIGHT THUNDERBIKE (Amateur and Expert Combined)

Single cylinder, four-stroke liquid cooled, 300cc

Twin cylinder, air cooled, 350cc

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

NOTE: 125GP, MD 250 and NSF250 machines are not eligible for Ultralight ThunderBike.

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

GT ULTRALIGHT (Amateur and Expert Combined)

Single cylinder, four-stroke liquid cooled, 300cc

Twin cylinder, air cooled, 350cc

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

NOTE: 125GP, MD 250 and NSF250 machines are not eligible for GT Ultralight.

6.6 SUPERTWINS - SuperTwins are two cylinder motorcycles, which meet the standards of Section 5, free from all other restrictions.

6.6.1. SuperTwins are unlimited in displacement. (Amateur & Expert Divisions)

6.7 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 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

2016 ASRA Information

In 2006, the American Sportbike Racing Association took over for the old Formula USA Series and for 2016 the ASRA Series will continue its legacy with some minor changes and 8 events for the new season.

The biggest change to the ASRA Championship Series presented by Pirelli Tire since its inception is sanctioning by the AMA which began in 2013. This change has opened new doors for sponsorship, spectators and smooth the transition from ASRA to AMA Pro Racing.

All three of the ASRA Series classes have minimum weight limits for each machine. And ThunderBike has a minimum weight 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.

The ThunderBike class, the crowd favorite, returns with a minor change. For 2016, the 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 and triples under 700cc. Four cylinder machines will be required to meet 650 pounds (tested weight of bike and rider).

The 2016 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 17th 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 overlaps at Daytona and Road America Roebing. The 2016 Team Challenge schedule is listed on the next page. Entry fees for Team Challenge will be \$175 pre-entry and \$200 per post-entry.

Popular features for the Team Challenge are AMA sanctioning and the inclusion of four 3-hour events for 2016. Starting with Road America in July, New Jersey Motorsports Park in July, the Summit Point round in August and the VIR round in September will be 3-hours or 200 miles, whichever comes first, giving you even more options for the 2016 racing season.

We thank you and look forward to seeing you at an ASRA event near you in 2016.

2016 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/USGPRU 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.

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

2016 ASRA Series Contingency

(6 to 10 Starters)

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

(11 to 15 Starters)

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

(16 or More Starters)

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 entries

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

Overall Bonus 16 to 20 entries

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

Overall Bonus Over 21 entries

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 starting field.



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2016 CCS/ASRA Schedule

ASRA Championship Series (AMA Sanctioned)

Presented by Pirelli Tire

Mar 10-13 Daytona Int'l Speedway
 Apr 16-17 New Jersey MP
 May 28-29-30 Summit Point Circuit
 June 11-12 Virginia Intl
 July 1-3 Road America
 Aug 13-14 Autobahn CC
 Sept 24-25 Blackhawk Farms
 Oct 14-16 Daytona Intl Speedway

ASRA Team Challenge Series (AMA Sanctioned)

Presented by Michelin Tire

Apr 10 Carolina MP
 May 21 Blackhawk Farms
 June 16-19 NH Motor Speedway
 July 1 Road America #
 July 17 NJMP Thunderbolt #
 Aug 21 Summit Point Circuit #
 Sept 18 Virginia Intl #
 Oct 15 Daytona Intl Speedway

= 3 hours or 200 miles

USGPRU Championship Series (AMA Sanctioned)

Apr 9-10 Carolina MP
 Apr 16-17 New Jersey MP
 May 28-29-30 Summit Point Circuit
 June 11-12 Virginia Intl
 July 1-3 Road America
 Aug 13-14 Autobahn CC
 Aug 27-28 Roebbling Road Raceway
 Sept 24-25 Blackhawk Farms

2016 CCS Sanctioned Events

33rd Annual Race of Champions
 Oct 14-16 Daytona Intl Speedway

Loudon Road Race Series >

Apr 29-May 1 NH Motor Speedway>
 May 20-22 NH Motor Speedway>
 June 16-19 NH Motor Speedway>
 July 22-24 NH Motor Speedway>
 Aug 12-14 NH Motor Speedway>
 Sep 10-11 NH Motor Speedway>
 Sep 30-Oct 2 NH Motor Speedway>

Atlantic Roadracing Championship

Apr 9-10 Carolina MP**
 Apr 16-17 NJMP Thunderbolt *
 May 28-30 Summit Point Circuit
 June 25-26 Summit Point Circuit**
 July 16-17 NJMP Thunderbolt
 Aug 20-21 Summit Point Raceway
 Sep 3-4 NJMP Thunderbolt **

Florida Roadracing Championship

Feb 13-14 Homestead< *
 Mar 10-13 Daytona Int'l
 Apr 30- May 1 Homestead <
 May 29-30 Homestead <
 June 18-19 Homestead <
 July 23-24 Homestead <
 Aug 27-28 Roebbling Road Raceway
 Oct 1-2 Homestead <
 Dec 3-4 Homestead <*

Mid-Atlantic Roadracing Championship

Mar 10-13 Daytona Int'l *
 Apr 9-10 CMP**
 Apr 16-17 NJMP Thunderbolt
 May 28-30 Summit Point Circuit

June 11-12 Virginia Intl
 June 25-26 Summit Point Circuit**
 July 16-17 NJMP Thunderbolt
 Aug 20-21 Summit Point
 Sep 17-18 Virginia Intl*

Mid-West Roadracing Championship

Apr 30- May 1 Autobahn CC*
 May 21-22 Blackhawk Farms
 June 11-12 Brainerd Intl**
 (Hosted by CRA – CCS Points Sunday Only)
 July 1-3 Road America
 (With AMA RRGCC and CRA)
 July 23-24 Blackhawk Farms**
 Aug 13-14 Autobahn CC
 Aug 20-21 Blackhawk Farms
 TBA
 Sep 24-25 Blackhawk Farms*

Southeast Roadracing Championship

Mar 10-13 Daytona Int'l *
 Apr 9-10 Carolina Mtrsprts Park**
 May 14-15 Talladega GP Raceway **
 June 11-12 Virginia Intl
 Aug 27-28 Roebbling Road Raceway
 Sep 17-18 Virginia Intl*

All Dates Are Subject to Change

* = Double Points ** = Twin Sprint

< = Hosted by CCS Florida > = Hosted by LRRS
 Contact affiliates or visit their websites for entry information to these events.

Team Hammer Pro Practice

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 Hosted by Team Hammer Advanced Schools (For details see www.teamhammer.com/school)

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2016 ASRA/CCS Competition License Instructions

Incomplete, illegible, or incorrect applications will be returned. Please fill out the license application 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. We want your information to be correct so please help us achieve that goal by printing clearly. Please do not abbreviate city names.

2. Make sure we have complete personal information including name, address, member number, 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 CCS / ASRA before a competition license will be issued.) Applicant must be a minimum of 16 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. Applications cannot be processed without the member number assigned to you by ASRA/CCS in 2015. The emergency contact and insurance information is required.

4. Please provide 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 includes your CCS License for 2016.)

• **CCS Licensing Requirements:** Rider must currently be eligible for a competition license with any of the following organizations (AMA Professional, AFM, AHRMA, ASM, ASMA, CCS, CMA, CRA, CMRA, FIM, HRC, MotoAmerica, Motoserries, MRA, OMRRA, RACE, SOAR, WERA, WMRRR or WSMC) If your experience is not with CCS or one of its affiliates, please include proof of experience. (Photocopy of your previous license or a confirmation letter from the sanctioning body who issued the license including the date of issue.) If you do not possess proof of licensing eligibility less than 5 years old, please provide a copy of your approved racing school completion certificate date within the previous 12 months.

• **ASRA Licensing Requirements:** All ASRA Riders must possess a current AMA Membership Card and be eligible to obtain a CCS license..

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

6. ASRA/CCS License fees are: \$125.00 if purchased prior to 7/1/16, \$90.00 if purchased between 7/1/16 through 8/31/16, & \$60.00 if purchased between 9/1/16 through 12/31/16. 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 riders 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.

9. Please check the appropriate box if you would like to purchase a 2-year subscription to Roadracing World Magazine.

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

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

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

2016 ASRA/CCS/USGPRU 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 #, your 2016 Competition #, and check off either Amateur or Expert. Print your personal information. Give us the emergency contact information we need. If available, please fill out your Westhold Personal Transponder number

2. Class Section: To enter a class, print the brand and model of motorcycle (Yamaha, Kawasaki, Suzuki, Etc.) in the BRAND column next to each class that you are entering, then print the displacement in the CC column. If you are running the Rookies Cup, please circle the appropriate class and then enter the Brand and Size.

3. Race 1 or Race 2 Selection: These boxes are only used for CCS Twin Sprint entries. As of December 1, 2015, these events are: Carolina Motorsports Park, Talladega GP Raceway, Summit Point in June, Blackhawk Farms in July, Blackhawk Farms in September 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 \$80.00 for the first CCS class entered, **\$60.00 for each additional CCS class entered.** All NJMP entries are subject to a **\$10 surcharge that covers camping and paddock electricity.** All ASRA and USGPRU classes are \$95.00 pre-entry.

Road America pre-entry prices are \$125 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 \$60 value. Daytona preentry is \$130 for the first class and \$95 per additional class. Practice pre-entry is \$145 for those events with an ASRA/CCS hosted practice before the event. (These events are: Autobahn in April, Summit Point in May, Blackhawk Farms in May and August, Roebling Road in August and Gingerman.) Practice will count as your first CCS class entry at those events.

Checks on US banks should be for the full amount calculated as above.

Canadian or other international riders must remit by either charge card or cashiers check or money order in US funds. All checks or money orders should be payable to ASRA/CCS.

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 expiration date, complete card number, (including the CVN # from the back of the card) 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: Either fill out 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.



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For the first time racer, ASRA/CCS offers 32 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 29 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 three 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 \$200), 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

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