

Qualifying procedures and pit set-up - Starting at 7:00am Friday morning, Daytona 200 competitors may set up their equipment behind the pit wall at any location except where the scoring loop crosses pit road. All equipment must remain behind the pit wall unless the Daytona 200 qualifying session is active. (I.E, While ASRA/CCS practices, races or qualifying sessions are under way, hot pit road must remain clear of all equipment including motorcycles that are not active in that event.)

All qualifying sessions end on a red flag. Once time expires for the session, all flag stations and light units will display a red flag indicating that official timing has stopped. Proceed to pit road as safely as possible.

After each session, all machines will proceed directly to the tech inspection garage located on the paddock side of pit road where Tech Officials will specify which machines are to be inspected. The Race Director or Referee MAY require any number or all machines be inspected after each session. This decision is entirely up to the Race Director or Referee. If the decision is for a limited number of inspections, officials will have a list of bike numbers required at the inspection station so all competitors must report with their machines to the inspection area before returning to the paddock..

Qualifying Sessions- With the modified schedule of events, all competitors will be eligible for both qualifying sessions. All riders will be given credit for their fastest time regardless of whether it is in session Q1, Q2 or Q3 and placed on the starting grid accordingly. Riders who fail to qualify during the regular qualifying sessions may be placed at the rear of the grid at the Referee or Race Directors discretion based on practice times.

Assignment of pit stalls - At the conclusion of on track activities for the day on Friday, riders will be given the opportunity to choose their pit stall for the running of the Daytona 200. Rider will choose based on their final qualifying position starting with the Pole Winner. ASRA will divide the pit lane into stalls of equal linear feet before the selection process begins. In the event there are teams or teammates sharing a pit crew, ASRA will place the slower team in the adjacent pit stall to allow one crew to service both machines.

Once stalls have been assigned, crews will mark their stall with the riders competition number on the hot pit side of the wall. Then crews may move their equipment to the cold pit side of the wall at any time the garages and paddock are open. Equipment and machines must remain on the cold pit side of the pit wall during all ASRA/CCS events.

Pit road regulations - In addition to the regulations listed in the official Daytona 200 Rules and Regulations, the following specific instructions apply to pit road.

Upon entering pit road, all riders at speed must remain to the far right, the high speed lane of pit road, until approaching their pit stall. Once a rider begins braking to enter their pit stall, the rider may begin to move to the left out of the high speed lane. While the incoming rider has the right-of-way, once a rider leaves the high speed lane all riders share the responsibility to avoid fellow competitors entering or exiting their pit stalls. Please remember it will not matter whose fault it is if you or your machine are too damaged to continue.

Riders who pass through more than two pit stalls entering or exiting their pit MAY be penalized by a stop and go penalty. This is a judgment call of the Pit Steward and the penalty levied by the Race Director or Referee cannot be protested or appealed.

Riders leaving their pit stall are responsible to avoid incoming riders and safely merge into the high speed lane of pit road. Unsafe exits MAY result in a stop and go penalty or loss of laps. This is a judgment call of the Pit Steward and the penalty levied by the Race Director or Referee cannot be protested or appealed.

The Pit Steward at the entrance to hot pit road will have a set of safety flags and riders are required to respond to flag displays at this location as they would anywhere on the track.

Promotional Responsibilities – All Riders are required to participate in specific promotional events associated with the Daytona 200. This will include, but not be limited to, Fan Walks, Press Conferences and Media Interviews.

Fan Walks – Fan Walks are scheduled for Saturday during the morning break. During this time, riders will be required to be in or around their pit stall and available for fan autographs and interviews. Riders and crews should be dressed in their team shirts to present the most professional appearance possible. Riders may substitute their leathers for team apparel. It is strongly suggested that teams bring promotional items for autographing, this is your chance to promote your team, your sponsors and yourselves.

Riders who request permission to be excused from these appearances MUST get approval from the Race Director or Referee. Failure to appear without permission will result in fines and/or loss of grid positions.

While repairs to machines are allowed during this time, refueling is strictly prohibited while spectators are on Pit Road.

Sighting Lap – All riders will be required to participate in the Sighting Lap before the start of the Daytona 200. This will be a controlled speed lap lead by a pace vehicle, starting and ending on pit road from your assigned grid position.

Riders who request permission to be excused from this lap MUST get approval from the Race Director or Referee. Failure to participate without permission will result in fines and/or loss of grid positions.

Warm-up Lap – All riders will be released by rows to participate in the Warm-up Lap before the start of the Daytona 200. This will be a regular lap, starting and ending on pit road from your assigned grid position to give riders a final chance to inspect the course and their machine before the start of the race. This will begin by the display of the 5 board.

Start Flags – At this time we are planning to use flags to start the Daytona 200. The same procedure will be used in case a restart is required. The procedure will be reviewed at the Daytona 200 Riders Meetings.

Press Conferences and Media Interviews – While it is not our intention to disrupt your preparations for the Daytona 200, as a participant in the event you have obligations to help promote the event as well as your sport. This may require that you be available for interviews and press conferences after each qualifying session and the race itself.

Riders who request permission to be excused from these appearances MUST get approval from the Race Director or Referee. Failure to appear without permission will result in fines and/or loss of grid positions.

Victory Lane - Following the conclusion of the Daytona 200, the top three riders and their machines MUST report to Victory Lane. After Victory Lane celebrations, the machines must be taken directly to the tech inspection garage located on the paddock side of pit road for further inspection. The top three riders are required to proceed to the Media Center for the post-race press conference and interviews.

Post Race Inspections - Following the conclusion of the Daytona 200, all machines except for those required to attend Victory Lane Ceremonies, will proceed directly to the tech inspection garage located on the paddock side of pit road where Tech Officials will specify which machines are to be inspected. The Race Director or Referee MAY require any number or all machines be inspected after the event. This decision is entirely up to the Race Director or Referee. If the decision is for a limited number of inspections, officials will have a list of bike numbers required at the inspection station so all competitors must report with their machines to the inspection area before returning to the paddock.

Equipment Removal after Completion of the 200 - All riders, crew and equipment will be required to be removed from pit road and cold pit within 30 minutes of the conclusion of the Daytona 200.

Mandatory Riders Meetings – Rider Meeting Room Media Center - All riders will be required to participate in the Riders Meetings. Failure to appear without permission will result in fines and/or loss of grid positions.

Thursday March 11
4:00PM D 200 – Riders Meeting

Friday March 12
7:30AM D 200 Riders Meeting

Saturday March 13
7:30AM D 200 Riders Meeting

Revised 1/16/21