



2010 Rulebook



An FIM World Championship

2010 AMA SUPERCROSS AN FIM WORLD CHAMPIONSHIP

Introduction

This Rulebook contains rules and technical requirements governing all events that make up the AMA Supercross an FIM World Championship.

The Rulebook is designed to provide the information you'll need to prepare your motorcycle and yourself for competition, plus an overview of rules that apply to the racing program, along with a summary of offenses and penalties pertaining to rules violations.

The intent of a specific rule will override a competitor's interpretation of a rule. The intent of a rule will be determined by competent officials. If any rule is unclear to the competitor, the competitor is advised to get written approval prior to any modifications.

The AMA in cooperation with the FIM will answer any requests for rule clarifications or interpretations. Requests must be submitted in writing by riders and teams to AMA Racing technical staff. Any prior verbal approval from AMA Racing staff or officials without a written statement from the Technical Department with regard to the interpretation of a rule or procedure will be deemed invalid.

Please note that while every effort has been made to write these rules in a clear and unambiguous fashion, it is impossible to anticipate every circumstance. It will be the Race Director's responsibility to make decisions regarding rules enforcement.

The Supercross Lites class will abide by all rules and regulations set forth in the 2010 AMA Supercross an FIM World Championship rulebook with the exceptions listed in Appendix E.

The Arenacross and Arenacross Lites pro classes use select rules and technical requirements from this book as specified in the Arenacross Supplemental Rules.

New rules for the 2010 season are printed in ***bold italic*** type.

DISCLOSURE

AMA RACING AND THE FIM STRIVE TO REGULATE THE SPORT OF PROFESSIONAL MOTORCYCLE RACING IN THE FAIREST POSSIBLE MANNER. ALL PARTIES INVOLVED IN THE AMA SUPERCROSS AN FIM WORLD CHAMPIONSHIP ARE EXPECTED TO CONDUCT THEMSELVES IN A PROFESSIONAL MANNER, RESPECTING AT ALL TIMES THE RIGHTS OF OTHERS.

THE RULES FOR COMPETITION ARE INTENDED ONLY AS A GUIDE FOR THE CONDUCT OF THE SPORT PURSUANT TO THE UNIFORM RULES.

RULES DIRECTED OR RELATED TO SAFETY ARE PROMULGATED TO MAKE ALL PERSONS CONCERNED WITH SAFETY, BUT THE AMA AND THE FIM NEITHER WARRANTS SAFETY IF THE RULES ARE FOLLOWED NOR COMPLIANCE WITH AND ENFORCEMENT OF RULES.

MOREOVER, EACH PARTICIPANT IN COMPETITION HAS THE RESPONSIBILITY TO ASSESS THE SAFETY ASPECTS OF FACILITIES AND CONDITIONS AND MUST ASSUME THE RISK OF COMPETITION.

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Changes for 2010 are in bold *italics*

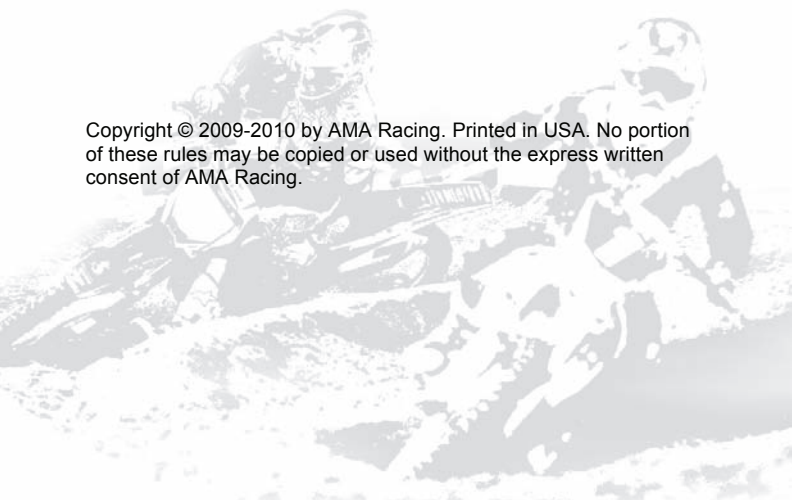
Should you have questions regarding these rules or regarding competition as affected by these rules, contact:

AMA Racing
13515 Yarmouth Drive
Pickerington, OH 43147
Phone: (614) 856-1900
Fax: (614) 856-1924
www.amaracing.com

Or

FIM
11, Route Suisse
CH-1295 Mies (Switzerland)
Phone: 41 (22) 950 9507
Fax: 41 (22) 950 9501
email: dirk.deneve@fim.ch
www.fim-live.com

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2010 AMA Supercross an FIM World Championship Series*
www.amasupercross.com

Jan 9: Angel Stadium of Anaheim
Anaheim, CA (Lites West)

Jan 16: Chase Field
Phoenix, AZ (Lites West)

Jan 23: Angel Stadium of Anaheim
Anaheim, CA (Lites West)

Jan 30: AT&T Park
San Francisco, CA (Lites West)

Feb 6: Qualcomm Stadium
San Diego, CA (Lites West)

Feb 13: Angel Stadium of Anaheim
Anaheim, CA (Lites West)

Feb 20: Lucas Oil Stadium
Indianapolis, IN (Lites East)

Feb 27: Georgia Dome
Atlanta, GA (Lites East)

Mar 6: Daytona International Speedway
Daytona Beach, FL (Lites East)

Mar 13: Rogers Center
Ontario, Canada (Lites East)

Mar 20: Cowboy Stadium
Arlington, TX (Lites East)

Mar 27: Alltel Stadium
Jacksonville, FL (Lites East)

Apr 10: Reliant Stadium
Houston, TX (Lites East)

Apr 17: Edward Jones Dome
St Louis, MO (Lites East)

Apr 24: Qwest Field
Seattle, WA (Lites West)

May 1: Rice-Eccles Stadium
Salt Lake City, UT (Lites West)

May 8: Sam Boyd Stadium
Las Vegas, NV (Lites Shoot-out)

*Dates and Locations Subject to Change

CATEGORIES OF RACING

The rules in this book apply to races run as part of the AMA Supercross and FIM World Championship. These races are composed of the following classes:

Supercross
Supercross Lites

Supercross is conducted within a stadium-type facility on a specially constructed racetrack. The racetrack generally should be 20 feet in width at its narrowest point, except where narrower sections are a benefit to traffic flow, such as dual-line turns, etc. These sections must be approved by the Race Director prior to the meet. The length of the course is contingent upon the track design and the size of the area of the facility used.

Section 1

General Equipment Standards

The motorcycles for use in Supercross competition require homologation. The AMA in cooperation with the FIM will grant homologation approval for Supercross competition motorcycles. The rules concerning these motorcycle components are intended to give freedom to modify or replace some of the parts in the interest of safety and research and development, but with constraints imposed to limit cost. Superseded or redesigned parts must be submitted to AMA Racing for review and approval before their use in competition. These parts must be listed in the current OEM parts list supplied to AMA Racing.

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1.1 Homologation of Motorcycles

- a. Only motorcycles homologated by AMA Racing may be used in competition. AMA Racing will only accept applications for homologation from motorcycle manufacturers or their distributors.
- b. Once a motorcycle has been homologated, it may be used until such time that the homologated motorcycle no longer complies with the technical rules or a maximum of five years.
- c. Compliance with homologation requirements will not guarantee an AMA homologation. The homologation may be withheld or withdrawn for a just cause that the AMA and the FIM deems in the best interest of the sport.
- d. The homologation procedure and information are available from AMA Racing.

1.2 Engines

- a. Engines are restricted to a single cylinder.
- b. Engine Displacement Measurement Calculation.
 1. Engine displacement shall be recorded in cubic centimeters.
 2. Displacement = $B^2 (0.7854) H X$ B= Cylinder bore; H= Stroke; X= Number of cylinders (bore x bore x 0.7854 x stroke x number of cylinders)
- c. Supercharging or turbo charging is not permitted.
- d. Engine displacements are listed in the technical standards sections for each class. Class displacement limits are absolute, with no overbore allowance.
- e. Bore and Stroke must remain the same as the homologated model.
- f. Material and castings of cylinders, cylinder heads and crankcases must be the same as an originally approved model of the same manufacturer. Material may be added or removed from these items. Cylinder liners or coating may be replaced or added provided the original cylinder casting is utilized.
- g. Four-stroke cylinder head valve angles must remain the same as the homologated model.
- h. Type of intake, including the exhaust power valves, must remain the same as the homologated model (rotary valve, case reed valve, poppet valve, etc.).
- i. Type of cooling system (water, oil or air) must remain as homologated.
- j. Fuel injection is permitted only if it is standard equipment on the homologated model.

1.3 Transmissions and Primary Drive

- a. Motorcycles are restricted to the use of rear-wheel drive only.
- b. Primary drive method must remain the same as the homologated model.
- c. The primary drive must be completely enclosed by a cover or guard.
- d. The maximum number of speeds in the gearbox is six.

- e. Number of transmission gears must be the same as the homologated model.

1.4 Exhaust System

- a. Exhaust pipes and mufflers must fulfill all requirements concerning sound control.
- b. Must be securely attached together and bolted to the frame.
- c. Mufflers must have internal mechanical **and**/or packed baffling.
- d. The discharge end of the exhaust pipe may not extend beyond the rear edge of the rear tire.
- e. The inside of the exhaust discharge end must be a maximum of 5 inches from the outside edge of the tire or frame. Intent is to prevent another rider's wheel or leg from being trapped.

1.5 Sound Requirements

- a. The maximum sound limit is set at:
 - 1. For pre-race inspection
 - Max. 96 dB/A for motorcycles with a 2-stroke engine
 - Max. 94 dB/A for motorcycles with a 4-stroke engine
 - 2. For post-race inspection
 - Max. 98 dB/A for motorcycles with a 2-stroke engine
 - Max. 96 dB/A for motorcycles with a 4-stroke engine
- b. The test will be conducted at a fixed RPM:

0 – 125cc	7,000 RPM
126 – 250cc	5,000 RPM
251 – 450cc	4,500 RPM
- c. The normal penalty for violation of the post-race sound limit will be the loss of one lap of the rider's lap total of the race in question. The rider will then be classified with the riders who have an equal number of laps according to his time.
- d. If, in the judgement of the Race Director, the violation was unintentional and/or caused by an accident and the violation did not enhance the performance of the motorcycle, the penalty may be waived.
- e. See Appendix C for "Sound Test Procedures."

1.6 Frame

- a. The main frame must be the same as an originally homologated model of the same manufacturer.
- b. Cracked or broken frames are prohibited.
- c. Strengthening gussets or tubes may be added, but none may be removed.
- d. All stands must be removed.
- e. All footrests must fold to a 45-degree angle.
- f. The maximum length of the footrest from the pivot point is 5 inches.
- g. Footrests may be raised or lowered, but cannot be lower than the bottom frame tube.
- h. Accessory brackets (for radiator, coil, shock reservoir, etc.) may be changed, relocated or removed.

- i. Engine mount location, steering head **location and angle**, swingarm pivot point, and rear suspension linkage point must be the same as the homologated model.
- j. **The use of offset bearing races for the purpose of altering the steering angle is permitted.**
- k. Subframes may be replaced with aftermarket units of steel, aluminum or titanium provided they are similar in design to the production part and utilize original mounting points.

1.7 Swingarm

- a. Swingarm must be the same as an originally homologated model of the same manufacturer.
- b. Strengthening gussets or tubes may be added but none may be removed.
- c. Chain guides may be removed or relocated.

1.8 Forks and Shocks

- a. The manufacturer's original concept of either single or double shocks must be maintained.

1.9 Fuel Tanks

Replacement tanks may be utilized in place of originals provided their weight and capacity are no less than the approved production tanks they replace. **Carbon fiber or carbon composite fuel tanks are not permitted.**

1.10 Fuel Specifications

All motorcycles must use unleaded fuel corresponding to petroleum-based fuel as defined by the American Society for Testing and Materials (ASTM), designation: D4814, with the following clarifications:

- a. The specific gravity must fall within the range: 0.715 - 0.765 at 60° F.
- b. The maximum oxygen content is 4.0% m/m.
- c. The maximum allowable level of lead is 0.025 g/l.
- d. The only allowable oxygenates are ether and alcohols, as listed and characterized for oxygen mass fraction in ASTM D4814.
- e. Epoxides (i.e. propylene oxide) will not be considered ethers. Nitrogen-bearing compounds are not permitted.
- f. Lubrication additives are permitted provided the resulting mixture would meet all other requirements.
- g. Any infringement of the fuel specifications will automatically result in the disqualification of the competitor from the entire meet. The result of the riders' fuel sample analysis that is more favorable to the competitor (Whether it be the A or B Sample) will be taken into account. Riders can appeal this decision before the competent body.
- h. See Appendix D for "Fuel Test Procedures."

1.11 Handlebars and Controls

- a. Cracked or broken handlebars are prohibited.
- b. Control levers must have minimum 1/2-inch diameter ball ends.

- c. All motorcycles must be equipped with a functional mechanical engine kill device or ignition cut-off switch or button, mounted on the handlebar within reach of the rider's hand when placed on the grip.
- d. All motorcycles must be equipped with a self-closing throttle mechanism.

1.12 Brakes

- a. All motorcycles must be equipped with adequate and operating front and rear wheel brakes.
- b. Brakes must be the same type as the production units. Disc brakes may only be replaced with disc brakes and drum brakes may only be replaced with drum brakes.
- c. Carbon fiber or carbon composite brake discs and/or carriers are not permitted.
- d. Aluminum or titanium rear brake discs are prohibited.

1.13 Tires

- a. Studded tires, other than rubber, are prohibited.
- b. Paddle (continuous radial rib) tires and tires with lugs having a height of more than 3/4 inch are prohibited.

1.14 Telemetry and Traction Control

- a. Electronic devices designed specifically for traction control are prohibited. This includes sensors that can determine front wheel speed, and any electronic control to the brake systems.
- b. Electronic transmitting of information, including radio communication to or from a moving motorcycle, is prohibited with the following exceptions:
 - 1. Official transponders utilized for scoring purposes (mandatory equipment assigned by Timing and Scoring).
 - 2. Data or video transmitted for the sole use by the approved event television production.
 - 3. Electronic lap timing devices are permitted. Transmitter beacons must be in an approved area. Receivers shall not be mounted on the front area of the front number plate.

1.15 Weighing Procedures

- a. Weight limits ***may be checked by race officials at any time during the meet.***
- b. The Chief Technical Inspector may require that motorcycles be cleaned of excess mud or dirt before weighing.
- c. The official scale will be available ***during the meet*** for weight checking.
- d. No fluids may be added to the motorcycle, except water to the engine cooling system.
- e. The fuel must be drained from the fuel tank.
- f. Ballast attached to motorcycles is not permitted.
- g. See weight requirements listed under each Supercross class.

1.16 Rider Apparel

- a. Riders must wear helmets at all times when riding on course.

- b. Helmets must be of the full-face type and conform to one of the following recognized standards. Which is certified by a label affixed to the helmet.
1. United States: Snell M 2005, or M2010 or DOT FMVSS 218
 2. UNITED NATIONS: Regulation ECE 2205 P'
 3. United Kingdom: BSI 6658 Type A
 4. Japan: JIS T 8133:2
- c. All helmets used by riders in competition must be equipped with the Eject emergency helmet removal system (formerly Hats Off). Riders will be responsible for ensuring that the device is properly installed and operable during all on-track activities. Helmet removal devices and installation information are available at Technical Inspection at all AMA Supercross and FIM World Championship events.
- d. Face shields or goggles must be shatter resistant. Goggles must be worn at the start of each event.
- e. Boots must be at least 8 inches high.
- f. Devices solely designed for the purpose of reducing wind resistance may not be attached to the rider's apparel.
- g. Jerseys must be long sleeve. Short sleeves or ¾ sleeves not permitted. Elastic cuffs may not be removed. Sleeves must be worn at full length (to the wrist) during competition.
- h. Jerseys must be made of durable material that will protect the rider.
- i. The rider's competition number must be displayed horizontally across the rider's back **and legible at a distance**.
- j. The number on the rider's back must be a minimum height of 8 inches and a width of 1 inch.
- k. Numbers must be printed in a contrasting color from the jersey color surrounding the placement of the numbers.
- l. The number may be outlined. However, the color of the outlining must be in contrast to the jersey color as well as the number color. For example, a white jersey with orange numbers could use a black outline.
- m. Mylar numbers (silver, gold or other) are not allowed, as they do not meet the requirement of the numbers being of contrasting colors.
- n. All riders must display their last name on the back of their jersey at the shoulder line.
- o. If a chest/back protector or neck brace is worn over the rider's jersey, the rider's name and assigned number must be visible either on the jersey or on the chest/back protector.
- p. All riders competing in the Supercross class must display the AMA Racing logo and FIM logo on the upper left front torso or left shoulder area of their jersey. The minimum size of the logos is 2½ inches wide by 2½ inches high.



- q. If the rider uses a chest/back protector, the AMA Racing and FIM logos must be located in the center front on the chest/back protector. This is in addition to the logo located on the jersey.
- r. Pants must be full length and made of a material that will help protect the rider.
- s. Riders must present a clean and neat appearance.

1.17 Display of the AMA Racing and FIM Logo

Note: See section E5.1 for Lites class logo information

- a. All riders are required to have approved logos in place whenever they are competing in any part of an AMA Supercross or a FIM World Championship event.
- b. The following logo is the approved image to be displayed on the side number plates, and rider apparel. The logo is also a part of the front number plate design, which will also include the series title sponsor. The FIM logo is only to be used for the Supercross Class and can be obtained by contacting the FIM at marketing@fim.ch



- c. How to obtain the logo and/or logo artwork file:
 - 1. At each event, all number plate stickers and adhesive apparel patches will be available at Technical Inspection at each meet.
 - 2. If a third party produces number plates and/or jerseys for you prior to meets, they may request logo files from AMA Racing. The request for artwork by a third party should include the rider's name.
- d. Disclaimer for use of AMA Racing-registered and FIM Trademarks:
 - 1. AMA, FIM and the other logos and trademarks shown herein are trademarks of the AMA, FIM and AMA Racing.
 - 2. Participants are to use the approved logos on number plates and apparel only when participating in AMA Supercross or FIM World Championship events.
 - 3. Any further use of the marks (i.e., the AMA Racing mark, the FIM mark, and other AMA Racing trademarks and logos) outside of this capacity is prohibited without a

license from or the express, written permission of AMA Racing and/or FIM.

1.18 Special Technical Requirements

- a. Where the rules permit equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components and materials for the fabrication of this equipment that will perform in competition properly.
- b. Any component of a motorcycle deemed by the Chief Technical Inspector as necessary for operation must be in place, securely mounted, in proper working order and structurally sound.
- c. Regardless of previous approval, the permission to use specific components or equipment, including tires and fuel, may be withdrawn for any reason the AMA and the FIM deems is in the best interest of competition.

1.19 Rider Responsibility

IT IS THE RESPONSIBILITY OF THE RIDER TO SELECT A HELMET AND APPAREL THAT WILL PROVIDE APPROPRIATE PROTECTION.

ALTHOUGH AMA AND THE FIM APPROVE MATERIALS, NEITHER THE AMA NOR THE FIM ENDORSES OR GUARANTEES SPECIFIC PRODUCTS OR MANUFACTURERS.

RIDERS MUST RELY ON THEIR OWN JUDGMENT IN THE SELECTION OF HELMETS AND APPAREL FOR PROTECTION AND DURABILITY.

Section 2

Supercross Class Technical Standards

Note: See section E4 for Lites class Technical Standards

Supercross Class motorcycles are subject to the following requirements in addition to the applicable requirements in General Equipment Standards. Superseded parts controlled by these rules must be submitted to AMA Racing for review and homologation before use in competition. In addition, these parts must then be listed in the current OEM parts list as supplied to AMA Racing. Motorcycle components not specifically controlled by these rules may be modified, removed or replaced.

2.1 Engines

- a. Engine Displacements:

150 – 250cc	2-stroke
249 – 450cc	4-stroke

- b. Material and castings of the cylinders, cylinder heads and crankcases must be the same as the originally approved model. Material may be added or removed from these items.

2.2 Weight Limit

Minimum weight requirement:

150 – 250cc	212 pounds
251 – 450cc	220 pounds

See Weighing Procedures (Section 1.15)

2.3 Numbers and Number Plates

Note: See section E5 for Lites class numbers and number plates

- a. The current Supercross Class Champion must run a white number 1 with a red background.

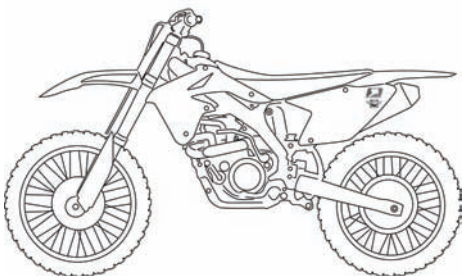
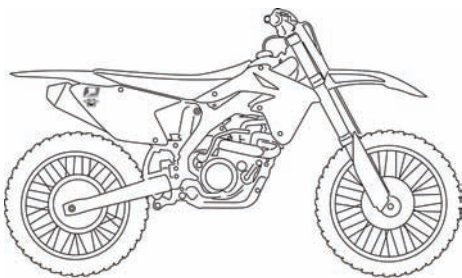
- b. Number Plate Colors:

Supercross Class	White plates, black numbers
2009 Supercross Champion	Red plates, white number 1

- c. Numbers must be a solid color.
- d. Excessive condensing or stretching of the numbers is not permitted.
- e. Front numbers must be a minimum height of seven inches.
- f. Side numbers must be a minimum height of 5½ inches.
- g. The current Supercross Class Champion using the number 1 is allowed to use a special-sized number.
- h. Number **display area** must be of adequate area to provide ample space (approximately 1 inch) around and between numbers.
- i. Front number plates must be mounted in such a manner as to prevent deflection of the plate during the event. Any attempt at streamlining, such as curved plates, or plates that are not

rigidly mounted, is prohibited, unless such plates are standard on the homologated model.

- j. Plastic or fiberglass number plates have a minimum thickness of 1/16 inch.
- k. The striped area on the front number plate is reserved for the current AMA Supercross an FIM World Championship title sponsorship logo. The front number plate sticker must be a minimum height of 1 inch and a minimum width of 8 inches.
- l. For the Supercross Class, the approved front number plate design will contain the current AMA Racing logo followed by the Championship Title Sponsor logo, followed by the current FIM logo.
- m. For the Supercross class the correct AMA Supercross and FIM logos must be displayed on both side number plates. The minimum size of combined logo is 2½ inches wide by 2½ inches high.



- n. The striped areas on both side number plates are reserved for the current class specific logo(s).
- o. Only numbers and the approved AMA logo, FIM logo or series sponsorship logos are permitted on the number plate **display area**.

Section 3

Licenses, Eligibility, Entries and Credentials

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3.1 Competition Licenses

- a. All riders participating in any on-track practice, qualifying or racing must have a valid AMA Racing and/or FIM World Championship Motocross license of the appropriate classification.
- b. Licenses are not issued at the racetrack. For riders who wish to subscribe to an AMA license, it is recommended that processing of the license be completed through the AMA Racing office 30 days before the first event you wish to participate in.
- c. All Supercross meets are pre-entry only. **Entries close 14 days prior to each meet.**
- d. ***If at any point in time after the closing date of entries, the total number of entries should not reach 40, AMA Racing or the FIM is entitled to enter more riders to reach the number of 40 riders (or more/up to 80). These riders must be entered before the end of the technical verifications prior to the riders meeting. All entry conditions cited in these regulations apply to the riders in question.***
- e. Additional licensing information and applications are available from the AMA Racing Competition Services Department.

AMA

Competition Services
 AMA Racing
 13515 Yarmouth Drive
 Pickerington, OH 43147
 Phone: (614) 856-1900
 Fax: (614) 856-1924

FIM

Motocross Commission
 11, Route Suisse
 CH-1295 Mies (Switzerland)
 Phone: 41 (22) 950 9507
 Fax: 41 (22) 950 9501
 e-mail: dirk.deneve@fim.ch

3.2 Supercross License Regulations

- a. ***All license applicants must be at least 17 years of age at the time of application.***
 - 1. ***Beginning with the 2011 season all license applicants must be at least 18 years of age at the time of application.***
 - 2. ***Applicants who do not meet the minimum age requirement at the time of license application, but who met the minimum age requirements and had been issued an AMA Supercross, AMA Supercross Lites or AMA Pro Motocross license in the previous year, will be grandfathered and issued a license.***
- b. AMA Racing licensed riders not competing in AMA Racing-sanctioned events for a period of two years may lose their prior classification.
- c. Applicants renewing a license that has been expired three or more years must meet the present requirements for a Supercross License.
- d. Foreign riders applying for an AMA Racing license must submit a release and certification from their licensing federation.
- e. FIM Motocross World Championship licenses for riders, valid for the AMA Supercross an FIM World Championship class are issued by the rider's FMN.

- f. In order to obtain a FIM Motocross World Championship license for riders, the applicant must first hold a current national license of his respective FMN.
- g. Applicants must attach to their rider's FIM Motocross World Championship license application a certificate of medical fitness issued by a doctor.
- h. Applicants aged over 50 years must attach to their rider's license request a certificate of medical fitness (including a normal exercise tolerance electrocardiogram) issued by a doctor.
- i. The limit for the minimum age starts on the date of the rider's birthday and the limit for the maximum age finishes at the end of the year in which the rider reaches the age of 50.
- j. **All AMA Racing Supercross licenses are issued at the discretion of AMA Racing.**

3.3 Supercross Class License Eligibility

Note: See section E1 for Lites class license eligibility.

- a. Riders must meet one of the following criteria to be eligible for an AMA Supercross class license.
 1. **Qualified into the evening program in the Supercross class at least one time during the 2006 through 2009 Supercross season.**
 2. **Qualified into the evening program in the Supercross Lites class at least one time during the 2006 through 2009 Supercross season.**
 3. Earned at least one point in the 2008 or 2009 AMA Motocross Championship in either the 250 or 450 class.
 4. Earn 50 Arenacross class points in the 2008-09 or the 2009-10 AMA Arenacross Series.
 5. Hold a current FIM Motocross World Championship license.

3.4 Supercross Entries

Note: See section E3 for Lites class entry procedures.

- a. Supercross will be pre-entry ONLY and limited to 80 riders. Post entries are not permitted.
- b. All Supercross meets are pre-entry only. **Entries close 14 days prior to each meet.**
- c. **If at any point in time after the closing date of entries, the total number of entries should not reach 40, AMA Racing or the FIM is entitled to enter more riders to reach the number of 40 riders (or more/up to 80). These riders must be entered before the end of the technical verifications prior to the riders meeting. All entry conditions cited in these regulations apply to the riders in question.**
- d. Riders may only enter one class at Supercross (double classing).
- e. Entries will be accepted for the Supercross class in the following order until the classes reach the 80-rider limit:
 1. Top 45 in points from 2009 in the Supercross class and pre-entered for the entire season.

2. Top 40 in points from 2009 in AMA Pro 450 class or any 2009 FIM Motocross World Championship and pre-entered for the entire season.
 3. Riders earning points outside the top 45 in the Supercross class in 2009 or outside the top 40 in the AMA Pro 450 class or any FIM Motocross World Championship in 2009 and pre-entered for the entire season.
 4. After a rider earns championship points in the current championship series, his or her entry for any following events in the series is guaranteed, provided the entry is received before the closing date.
 5. No 2009 points in any Supercross or AMA Pro 450 class, or any 2009 FIM Motocross World Championship, but pre-entered for the entire season.
 6. Top 45 in points from 2009 in the Supercross class, but not pre-entered for the entire season.
 7. Top 40 in points from 2009 in the AMA Pro 450 class, or any 2009 FIM Motocross World Championship, but not pre-entered for the entire season.
 8. Riders earning points outside the top 45 from 2009 in the Supercross class or the top 40 in the AMA Pro 450 class, or any 2009 FIM Motocross World Championship, but not pre-entered for the entire season.
 9. For those with no points and not pre-entered for the entire season, the date on which the pre-entry was received at the AMA Racing Office in Pickerington, Ohio will be the determining factor for acceptance.
- f. Verification of the acceptance of an entry may be checked by calling the Competition Services Department at (614) 856-1900 the Wednesday after the closing date (typically one week prior to the meet.)
 - g. Acceptance of entries may be granted for special circumstances. All entries will be accepted at the discretion of AMA Racing.
 - h. All entry fees are non-refundable once the closing date has passed.
 - i. Exceptions will be made only if AMA Racing is notified 5 days prior to the event with a legitimate medical excuse.
 - j. To be considered as pre-entered for the entire season, a complete entry form with total fees for the 16 Supercross class events must be received by **Dec 23, 2009**.

Section 4**Race Rules and Procedures**

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4.1 The Racing Program

Supercross events are composed of a 20-lap final race for 20 riders in the Supercross class. The field is qualified through a series of heat races staged throughout the event.

4.2 Participant Regulation

Every club, association, company, promoter, rider, and all other persons participating in or in any way connected with an AMA Supercross or FIM World Championship race event, will be considered participants and therefore bound by the AMA Supercross or FIM World Championship Rulebook.

4.3 Credential Display

All Credentials provided by AMA Racing are the property of AMA Racing and can be revoked at any time without refund of credential fees. Use and display of credentials are subject to the following:

- a. Credentials are issued for exclusive use by the person named on the credential. The lanyard is considered part of the credential and must be worn with the credential around the neck.
- b. Transfer, misuse of, or failure to display both the credentials and specific AMA Racing lanyard is cause for disciplinary action or revocation.
- c. A credentialed person without the proper issued credential in his or her possession may be required to pay the applicable race day rates to be issued the appropriate pass for access to the meet.
- d. At all times, the Championship Promoter must have available a minimum of six "all access" passes/credentials for persons and three passes for parking as close as possible to the paddock for FIM use.

4.4 Bulletins and Supplementary Regulations

Competition Bulletins or Supplementary Regulations for the purpose of implementing, interpreting and enforcing these Competition Rules will be considered part of the Rules.

4.5 Substance Abuse Policy

- a. Supercross Class
 1. The Supercross Class riders will follow the terms and conditions of the FIM Anti Doping Code.
- b. AMA Officials and Crew credential holders
 1. AMA Officials and crew credential holders will follow the terms and conditions of the AMA Substance Abuse Policy.
- c. Random tests for drugs and alcohol may be conducted at the discretion of AMA Racing the FIM or their respective drug-testing partners.
- d. Compliance with the AMA's Substance Abuse Policy or the FIM Anti Doping Code is an essential precondition to the issuance of Professional Competition licenses.
- e. Any violation of the policy or refusal to submit to testing as requested by AMA, the FIM or their respective drug-testing partners may result in the immediate suspension of the competitor's license and loss of all rights to compete in AMA

Professional or Amateur sanctioned events FIM sanctioned events.

- f. Both the AMA Substance Abuse Policy and the FIM Anti Doping Code are available upon request from the AMA Racing office.

4.6 Intravenous Hydration

- a. At no time during the event will a rider receive any type of intravenous hydration unless such hydration is deemed medically necessary by medical personnel as a result of an emergency medical situation (e.g. heat stroke) encountered by a rider, during, or as a result of competing in, an event, practices, heat races or qualifying sessions that are part of an event.
- b. Once a rider receives such hydration during the meet, the rider will not be permitted to compete in any further events at the meet including, but not limited to, any further practice sessions, heat races, qualifying sessions or final events composing any event in the meet unless and until the rider is released by the medical personnel who treats the rider for the specific emergency medical situation at issue.

4.7 Track Rentals

Exclusive race track rentals for the purpose of testing or practice within 72 hours of an event that will take place at the rented facility is not permitted.

4.8 Inclement Weather / Unacceptable Track Conditions

- a. Events may be conducted regardless of weather conditions.
- b. In the event of rain or other unfavorable conditions, it may be necessary for the Race Director to alter the order of the event schedule, including, but not limited to: adjusting the length of races, practices and qualifying sessions, and delaying or stopping the program completely.
- c. Should a delay occur, the Race Director will make every effort to resume the schedule in a timely fashion if conditions significantly improve.
- d. If an event is stopped due to weather or other conditions, riders will be paid for purse-paying events that have been completed.

4.9 Motorcycle Usage

- a. Riders must use the same motorcycle (same main frame) for qualifying and the main program.
- b. If the motorcycle's mainframe is damaged, the frame may be changed only with approval from the Race Director. Approval must take place prior to usage of the new frame.
- c. Riders must use the same motorcycle for parade or sighting lap as the race.

4.10 Pit / Paddock Regulations

- a. Riding of competition motorcycles, other than on the racetrack or designated warm-up lane, is discouraged. Helmets must be worn at all times in the warm-up lanes.
- b. Operation of a vehicle in the paddock must be at a very slow, acceptable speed (10 MPH maximum).

- c. A rider or mechanic testing a motorcycle in the designated test area must wear a helmet and be dressed to offer some protection (pants, shirt and shoes).
- d. Smoking is not allowed in the mechanics' area, tech inspection area, sound testing area or other restricted areas.
- e. Persons less than 16 years of age are not allowed in mechanic's area or other restricted areas.
- f. Pets are not allowed in the mechanics' area or other restricted areas.
- g. Pets in the paddock must be on a leash or properly contained.
- h. All persons in the mechanics' area must be in proper dress. Shirts must have a collar. Open-toe shoes, cut-offs and sleeveless shirts/tank tops are not permitted.
- i. Before leaving a race facility, it is the responsibility of riders/teams to deposit all of their waste fuel, fuel drums, motor oils, coolants, tires, batteries, black water and all other hazardous wastes in the proper hazardous waste disposal area provided by the track. Should containers not be available on-site, riders/teams must transport such items from the facility for proper disposal.

4.11 Rider Meetings

- a. All riders entered in the event must attend the rider meeting.
- b. The Race Director may call roll or spot-check attendance.

4.12 Mechanics

- a. Mechanics' must present a clean and neat appearance.
- b. Only appropriately dressed persons displaying proper credentials will be allowed in the pit, signaling and starting areas.
- c. Mechanics' must be in uniform designating a rider or team.
- d. Cut-offs, sleeveless shirts and open-toe shoes are prohibited in the mechanics area, starting area and infield. Shirtless individuals are also prohibited in these areas.
- e. Shirts must have a collar.
- f. Mechanics' are encouraged to display the AMA/FIM Racing patch on uniform shirts.

4.13 Technical Inspections

- a. Technical inspections of motorcycles, equipment and riding apparel will be held prior to and after a race event, or at other times as determined by the Race Director or Chief Technical Inspector.
- b. Although the motorcycle, equipment or apparel passed prior inspections, the motorcycle, equipment or apparel must be in compliance with the rules at the post-race inspection.
- c. Only motorcycles having passed tech inspection will be allowed on the race track.
- d. Motorcycles must be class legal and must meet all equipment requirements.
- e. More than one motorcycle per class may be presented and passed through initial technical inspection provided frame

numbers are properly recorded indicating race motorcycle and practice motorcycles. Motorcycles used for timed qualifying are considered race motorcycles.

- f. The Race Director or Chief Technical Inspector may require post-race teardowns to begin following the completion of the event.
- g. During post-race technical inspections or teardowns, only two working mechanics for each impounded motorcycle are permitted in the inspection/impound area.
- h. Only the Race Director, Chief Technical Inspector or designated personnel may inspect impounded motorcycles or equipment.

4.14 On-Track Regulations

- a. No rider may ride in such a manner as to endanger life or limb of other riders, officials or the public.
- b. No one, except riders officially entered, may ride or practice on the racecourse on the day of the event.
- c. Unofficial practice on the day of the race is prohibited.
- d. Unless directed to do so by the Race Director or his designee, no one will be permitted to ride a motorcycle in the wrong direction on the track.
- e. Except in the designated mechanics' area, no adjustment, repairs or refueling may be made to competing motorcycles by pit crews during a race. Riders must pull into the designated mechanics' area and be off the racetrack before receiving crew assistance.
- f. A rider may make repairs during a race, without assistance, in a suitable area, off the racetrack.
- g. Outside assistance to a rider on the course is forbidden at all times except when the assistance is given by flag marshals or officials placed by the Race Director for the purpose of control and safety with the following exceptions:
 - 1. Assistance by crewmembers is permitted only in the designated repair and signaling zone.
 - 2. Assistance by crewmembers is permitted from the starting gate up through the first turn following the start of a race. (first lap only) These crewmembers must be wearing a special pass/armband.
- h. A rider leaving the course may continue the race by properly re-entering the track at the closest point to where the rider left the course without gaining an advantage. It will be the duty of the Race Director or his designee to make the determination as to whether a rider gained an advantage by leaving the racecourse and re-entering.
- i. A rider may be determined to have gained an advantage without gaining a position.
- j. In programs that require qualifying races, a rider must attempt to start a qualifier in order to be eligible for the main event.
- k. A motorcycle that enters the paddock during a race will not be permitted to return to the race track.

- l. Intentionally stopping on the racetrack during timed practice is prohibited. **Every time** a rider is found in violation of this rule he or she will have his or her fastest lap of that session removed from the official results. A stoppage on the racetrack resulting from a mechanical issue or a fall down will not be considered intentional. The Race Director or his designee will make the determination as to whether or not the stopping was intentional.
- m. During a race, a rider must always attempt to succeed. If not, he or she shall not be allowed to continue the competition and is liable to be penalized by the Race Director.

4.15 Flags and Lights

a. Operational Flags / Lights

1. **Green Flag:** Indicates the start of a race or clear track conditions.
2. **Checkered Flag:** Indicates the end of a race or practice session; proceed to the designated track exit.
3. **Red Flag:** Indicates the race has been stopped. Reduce speed and proceed safely to the staging area.
4. **Red Flashing Light:** In Supercross, a red flashing light may be displayed at the beginning of a triple jump or a series of jumps. Riders must roll each jump individually with no passing and exercise extreme caution until they are past the area of concern.
5. **Black Flag:** Indicates a problem with *a rider's* motorcycle or a disqualification. A number board displayed with the flag indicates the rider being signaled. **The black flagged rider must** carefully reduce speed and proceed around the course to the pit. Black-flagged riders are not permitted to return to the racecourse unless cleared by the Race Director.

b. Warning Flags

1. **Yellow Flag:**

Waving Yellow Flag: Indicates serious hazard on or near the track.

- Passing is allowed
- Proceed with extreme caution.

2. **Solid Blue Flag :**

- Indicates you are about to be overtaken by faster riders.
- **When conditions allow, move out of the fast line.**
- Hold your line (**don't ride erratically**) and do not impede the faster riders progress.
- Riders disregarding this flag may be black-flagged at the discretion of Race Director.

3. **White Flag with Red Cross:**

In Supercross this flag or a red flashing light may be displayed at the beginning of a triple jump or a series of jumps. The riders must roll each jump individually with no passing and exercise extreme caution until they are past the area of concern.

c. Courtesy Flags

1. **White Flag:** Indicates the final lap of a race.

2. **White and Green Flags Crossed:** Indicates 1/2 total race distance.

4.16 Supercross Races

Note: See section E7 for Lites class races.

- a. AMA Supercross and FIM World Championship meetings are organized according to an established procedure/model:
 - Free Practices
 - Timed Qualifying Practices
 - Two Heat Races
 - One Last Chance Qualifier
 - One Final (main event)
- b. In the Heat Races, 1st through 9th will advance to the main event; 10th through 20th will advance to the Last Chance Qualifier.
- c. In the Last Chance Qualifier, 1st and 2nd will advance to the main.
- d. The Supercross class Main Event will be 20 laps.
- e. The first rider across the finish line at the conclusion of **a race** is the winner.
- f. The two Heat Races, Last Chance Qualifier and the Final (Main Event) may also be referred to as "the evening program".
- g. A Heat Race, a Last Chance Qualifier or the Final (Main Event) may also be referred to as "Race(s)".
- h. The "AMA Supercross and FIM World Championship" may also be referred to as "Championship".

4.17 Qualifying

Note: See section E6 for Lites class Qualifying.

- a. All **qualifying** practices will be timed.
- b. Afternoon qualifying practices will be used to compile the 40 fastest riders (the "Fast 40") in the Supercross and Supercross Lites Classes. These 40 riders will advance to the Evening program.
- c. Afternoon qualifying practices will also be used to determine the order for gate picks in the Heat Races. The fastest rider will be the first gate pick in the second heat. The second fastest rider will be the first gate pick in the first heat race and so on until all qualifying riders are placed in a heat race.
- d. In the Supercross class only, a rider who is currently in the Top 10 in points who fails to make the Fast 40 in qualifying practices will be placed on the 21st gate pick in the first heat race. A second (NQT10) in qualifying practices will have the 21st gate pick in the second heat race. Up to a maximum total of 2 NQT10 riders can be placed in each heat race. They will be placed in their respective heat race in priority of their position in the top 10. (For the first race of the season: according to previous year's final standings).

4.18 Supercross Staging

- a. Once a rider enters the staging area and is called to the starting gate, the rider or his motorcycle will not be permitted to return to the paddock. If the rider or his motorcycle leaves the

staging area after this point, he or she will not be permitted to start the race.

- b. Riders or crewmembers observed to be relieving themselves anywhere other than in a fixed or portable restroom will be penalized.

4.19 Starting Procedures

- a. The Supercross starting area dimensions will be as follows:
 - 1. Starting gate minimum width: 80 feet
 - 2. Minimum length of the starting area: 120 feet
 - 3. Minimum width: 20 feet at the point the start area enters the track
- b. All starts will be made with a mechanical backward-falling gate. ***With the exception of staggered restarts.***
- c. Jumping or fouling the gate may result in a penalty of one lap or disqualification.
- d. All starting gates must have a rear restraint a distance of eight feet behind the gate in the down position, for example, railroad ties or 4 x 4 that will prevent riders from rolling back from the gate.
- e. The starting gate handle must be enclosed to prevent the riders ***and team personnel*** from viewing the drop of the gate.
- f. Riders will be called from the staging area to line up on the starting gate.
- g. Each rider may have only one crew member accompany him to the starting gate.
- h. The riders must quickly make their pick on the gate.
- i. Once a rider has taken his/her position at the starting gate, he/she cannot change it.
- j. Grooming may be done behind the gate, provided no shovels, tools, or other implements (foreign or natural) are used.
- k. Slamming of the gate is not permitted.
- l. Riders or their team members are forbidden to groom in front of the starting gate or to water the starting lines. "Burn-Outs" prior to the parade lap will be considered grooming in front of the starting gate. Any rider who is found in violation of this rule will have one lap of his race result removed.
- m. Only loose dirt found in the designated starting area may be used to form an elevated pad under the rider's feet. The use of starting blocks, stones or other foreign elevating devices is prohibited.
- n. Ramps of any kind may not be formed in the starting lane. (The front and rear tires must be level).
- o. Motorcycles must be centered in the starting gate. Riders may not start at an angle.
- p. When the last rider is in the gate and the track is cleared for the start:

1. The Race Director or his designee will direct the Starter to hold up a 30-second sign.
2. The 30-second sign will be held upright for 30 seconds, and then turned sideways for at least five seconds, but not more than 10 seconds.
3. During the 5-10 second interval, the gate will fall.

4.20 Red Flag Race Stops and Restart Procedures

- a. Any race start or restart will be considered an official part of the event even if the start or restart does not result in a lap being completed by the leader. Therefore, any infractions will be deemed valid and ruled upon accordingly.
- b. In the case of a false start (gate malfunction), a race will be restarted with the riders returning to their original starting positions.
- c. Riders who are not present at the starting gate for the original start of a race are barred from any subsequent restarts.
- d. Riders who are present at the gate but are unable to start due to a stalled motorcycle may join the race from the starting area at anytime during the race.
- e. Riders who are unable to join the race by this procedure are barred from any subsequent restarts.

4.21 Restarts

- a. The race is stopped (with fewer than 3 laps completed by the race leader / whether it be a Heat, Last Chance Qualifier or Main Event)
 1. A red flag will be displayed to the riders.
 2. The race will be considered null and void.
 3. The riders will return to the starting area and a re-start will take place as soon as possible.
 4. The riders will keep their initial starting order.
 5. The riders will be restarted from the starting gate.
 6. Riders who were present at the starting gate for the original start of the race but were unable to start and who did not join the race before the red flag was displayed are not authorized to take the restart.
 7. The race will be run for the original number of laps.
 8. In the case of a Final, if it is found impossible to restart then this Final will be declared cancelled and not count for the Championship.
- b. The race is stopped (with more than three laps and less than **90%** of the total distance completed by the race leader, rounded down to the nearest whole number of laps / whether it be a Heat, Last Chance Qualifier or Main Event)
 1. A red flag will be displayed to the riders.
 2. The riders will return to the starting area and a re-start will take place as soon as possible.

3. The starting order will be determined by each rider's race position at the end of the lap preceding the stopping of the race.
 4. ***Riders will be restarted from a staggered standing start in the starting area.***
 5. Riders who were no longer actively participating in race at the time when the red flag was displayed are not authorized to take part in the restart.
 6. The race will be run for the remaining number of laps.
 7. In the case of a Main Event, full championship points will be awarded.
- c. The race is stopped with more than **90%** of the total distance completed by the race leader, rounded down to the nearest whole number of laps / whether it be a Heat, Last Chance Qualifier or Final)
1. A finish flag will be displayed to the riders.
 2. The riders will return to the paddock.
 3. The race will be considered completed. In that case, the riders' position will be those at the end of the lap preceding the stopping of the race.
 4. In the case of a Heat or Last Chance Qualifier, the riders will qualify for the Main Event or be relegated to the Last Chance Qualifier according to these results.
 5. In the case of a Last Chance Qualifier, the top two riders will qualify for the Main Event according to these results. The remaining riders are eliminated.
 6. In the case of a Main Event, full championship points will be awarded.

4.22 Race Finishes

- a. Races are officially ended for all contestants at the completion of the lap in which the checkered flag is displayed to the winner.
- b. To be considered as having completed a lap, the rider and his motorcycle must cross the plane of the checkered flag.
- c. Riders will be credited with all laps they complete during a race unless a penalty has been assessed.
- d. Riders choosing to leave a race before its completion need not wait for the checkered flag to receive credit for laps they have completed.
- e. Should the checkered flag be displayed later than the official distance, the finishing order will be decided on the basis of the official distance.
- f. Under any other circumstances, the winner is the leader at the time the checkered flag is displayed.
- g. A motorcycle that enters the paddock during a race will not be permitted to return to the race track.
- h. Should a rider be given the checkered flag ahead of the actual winner, or with the winners, the rider will be scored as having

completed the race in the race position the rider was running at that time.

- i. A video camera may be used at the finish line to aid the scorekeepers in determining the finishing order of a close race. Should video footage from an AMA-designated camera be unavailable or inconclusive for any reason, the scoring of the finish will be based solely on the scorekeepers' decision.
- j. **At the conclusion of the race** any riders who do not complete the **same number of laps as the leader** will be scored in order of finish, laps completed and **the number of laps completed first**.
- k. A rider whose motorcycle is disabled before reaching the finish line may, by the rider's own unaided muscular energy, push or carry the motorcycle in the proper direction of the track to complete the race by crossing the finish line, unless the rider is determined to be a hazard by the Race Director.

4.23 Official Race Results

- a. No official announcement of race results will be given until all scoring materials are examined and approved by the Timing & Scoring Manager.
- b. Provisional results will then be posted and will become official if a rider does not **protest against the results** within 30 minutes after **they have been posted**.
- c. If rechecks are required within the 30-minute time limit, a new posting time limit of 30 minutes will be required if changes are made to the previously posted results.
- d. The issuing of official results does not exempt riders who competed in the event from penalties for rules violations determined by the Race Director following the protest period.
- e. **In case of a protest**, riders are entitled to review their scores with the Timing & Scoring manager.

4.24 Championship Points

- a. When the results of Supercross events are declared official, **AMA Supercross an FIM World Championship** points will be awarded down to a maximum of 20 places for the overall results of the Main Events.
- b. The **AMA Supercross an FIM World Champion** will be decided based on the total of series points accumulated from each Main Event.
- c. In the event of a tie for the championship, the winner will be determined based on the number of Main Event wins.
- d. Should a tie still remain, finishes of second, third, etc, will be tallied until the tie is broken.
- e. If a tie still remains, the best finish in the last race will determine the champion.

f. **AMA Supercross an FIM World Championship** Points Schedule

Points will be awarded for Supercross Main Events according to the following schedule:

Finish Position	Points		Finish Position	Points
1	25		11	10
2	22		12	9
3	20		13	8
4	18		14	7
5	16		15	6
6	15		16	5
7	14		17	4
8	13		18	3
9	12		19	2
10	11		20	1

4.25 Supercross Class Manufacturers' Championship

- a. For the Manufacturers' Championship, only the highest placed motorcycle of each manufacturer will gain points, according to the rider's position in each Final (Main Event) of the "AMA Supercross, an FIM World Championship".
- b. The same 20 place Championship point schedule applies to manufacturers as it does to the riders in Supercross.
- c. In case of ties for the Manufacturers' Championship, the same conditions as for the riders will apply to determine the winner.
- d. In the case where a rider participates on motorcycles from different manufacturers, it is the make of the motorcycle with which he has obtained the most points that will appear next to his name in the final standings, without, however, modifying the calculation for the Manufacturers' Championship.
- e. All **AMA Supercross an FIM World Champions** are obliged to attend the official "AMA Supercross, an FIM World Championship" Prize-Giving Ceremony, organized by the Promoter at the end of the **AMA Supercross an FIM World Championship**.

Appendix A

Offenses, Penalties, Protests, and Appeals

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A1 General Information

- a. Through the establishment and enforcement of various rules and procedures, AMA Racing and the FIM strive to regulate the sport of professional motorcycle racing in the fairest possible manner. By participating in an AMA Supercross an FIM World Championship meet, each participant agrees to abide by the AMA Supercross an FIM World Championship rules and procedures. In addition, riders are held responsible for the actions of their crew members. As part of entering a meet, a rider assures the competent bodies that his/her crew members are AMA members in good standing. All parties involved in the meet are expected to conduct themselves in a professional manner, respecting at all times the rights of others. Participation in these meets is a privilege afforded to license and event credential holders, and all such participants understand that violation of AMA Supercross an FIM World Championship rules and procedures can lead to forfeiture of their competition licenses or event credential, fines, points deductions, lap deductions, finishing position deductions, time penalties (which must result in the loss of at least one finishing position), disqualification and other disciplinary actions as outlined herein.
- b. Rules directed or related to safety are promulgated to make all persons concerned with safety, but AMA Racing or the FIM neither do warrant safety if the rules are followed nor compliance with and enforcement of rules. Each participant in competition has the responsibility to assess the safety aspects of facilities and conditions and must assume the risk of competition.
- c. The Race Director has the competence to pronounce sanctions against riders, team staff, officials, promoters/organizers and all the persons involved in any capacity whatsoever in an event or in the Championship.
- d. The Race Director may pronounce the following penalties.
 - Warning
 - Fine
 - **Lap deductions or finishing position deductions**
 - Time and/or point penalties
 - Disqualification
 - Suspension
 - **Probation not exceeding 12 months from the date of offence**

A2 General Offenses and Penalties

- a. This section outlines actions that are deemed to be detrimental to the sport of motorcycle racing and which may result in a range of disciplinary actions. Unless otherwise specifically provided for in these rules, the Race Director may disqualify any participant or motorcycle from the balance of a race meet for violation of these rules, insubordination or other actions deemed in the sole discretion of the Race Director to be detrimental to the race meet and the sport. Such disqualification includes the loss of any rights with regard to the event in question and may result in expulsion from the meet site. In addition, the Race Director is empowered to levy fines and to recommend to AMA Racing that a party or parties be suspended from participation in AMA Racing-sanctioned activities. Unless otherwise specifically provided for in these

rules, AMA Racing is empowered to suspend from competition any rider, crew member or motorcycle for a period of one meet up to an indefinite suspension for violation of these rules, insubordination or other actions deemed, in the sole discretion of AMA Racing, to be detrimental to the sport of motorcycle racing. AMA Racing is also empowered to, in addition to or in lieu of a suspension from competition, suspend a rider's eligibility to earn points for one or more events including, but not limited to, the event in which the rules violation took place. In addition, AMA Racing is empowered to levy fines, points deductions, finishing position deductions, time penalties (which must result in the loss of at least one finishing position), and lap deductions. The beginning and ending dates of any such suspension will be as determined by AMA Racing.

- b. Any supplemental rules, regulations, instructions or procedures established for the purpose of implementing, interpreting or enforcing these rules will be deemed to be part of the rules.
- c. The following offenses will be subject to disciplinary action by the Race Director and/or the competent bodies. This list is provided as guidance to licensed competitors and event credential holders but does not restrict AMA Racing from invoking penalties for other actions detrimental to the sport that are not specifically contemplated herein.
 - 1. Falsifying one's age or ability to meet any of the various eligibility requirements for the AMA Supercross an FIM World Championship, or in general, competing or attempting to compete in AMA/FIM sanctioned activities under false pretenses.
 - 2. Competing under a false name or in any other way attempting to gain an unfair advantage.
 - 3. Abetting or knowingly engaging in any race in which the result is "fixed" or prearranged.
 - 4. Giving, offering or promising, directly or indirectly, any bribe in any form to any person in an attempt to circumvent AMA Supercross an FIM World Championship rules or procedures or to otherwise gain an unfair advantage.
 - 5. Accepting or offering to accept any bribe in any form from any person in an attempt to circumvent AMA Supercross an FIM World Championship rules or procedures or to otherwise gain an unfair advantage.
 - 6. Refusing to provide a factual statement regarding an item under appeal when requested by the Stewards Panel.
 - 7. Failing to ride in a meet after entering without giving proper notice of non-participation.
 - 8. Engaging in a rider boycott, public protest or other similar concerted activity meant to stop, delay or otherwise inhibit the start or completion of any portion of an AMA Supercross an FIM World Championship event.
 - 9. Engaging in any unfair practice, misbehavior or action detrimental to the sport of motorcycling in general, whether or not related to a specific competition.

10. An attack on a racing official and/or engaging in a fight. This includes any person who attacks or is involved in a fight anywhere on the premises prior to, during or after an AMA Supercross or FIM World Championship meet. There will be no maximum fine or suspension period for this offense.
11. Refusal to submit a machine for inspection. Any rider refusing to immediately surrender his or her machine to the Race Director or his designee upon demand, or refusing to allow examination or measurement of a machine's components, will be in violation of these rules.
12. Failure to re-enter the track at a point as close as practical to the point at which the rider left the track; and in so doing gaining an unfair advantage.
13. Receiving any form of prohibited outside assistance, including, but not limited to, receiving radio transmissions while in competition, except as provided for in these rules.
14. Failure to appear for scheduled registration and/or pre- or post-race tech inspection.
15. Failing to immediately respect and comply with operational or warning flags/lights or other signals from Racing officials.
16. Failure to attend riders' meetings.
17. Riding at any time in such a manner as to endanger the life or limb of other riders, officials or the public.
18. Wagering by a participant on the outcome of any AMA Racing-sanctioned race.
19. Failing a test for drugs or refusing to submit to drug testing as required from time to time by AMA, the FIM or their respective drug testing partners under its Substance Abuse Policy or the FIM Anti Doping Code.
20. Causing or attempting to cause a race to be stopped. At the sole discretion of the Race Director or his designee, a rider who is judged to have intentionally caused a red flag may be excluded from restarting the event in question.
21. Failure on the part of a manufacturer/distributor to fulfill the requirements of homologation agreements.
22. Any other act or actions deemed by the Race Director to be detrimental to the sport of motorcycle racing and the competent bodies.

A3 Equipment Offenses and Penalties

- a. This section deals with violations of equipment regulations. Regardless of a motorcycle passing prior inspections, compliance with all applicable equipment rules must be made at the post-race inspection. Any motorcycle found to be in violation of equipment rules may be assumed to have been in violation for the entire race meet. Passing a motorcycle through technical inspection does not warrant that motorcycle's adherence with all rules. Each participant assumes full responsibility for any violation of equipment rules involving his or her motorcycle.

- b. Equipment offenses are determined by the Race Director, at his/her sole discretion.
- c. Impounding of Motorcycles and Components
 - 1. Motorcycles or components may be impounded for up to 45 days following an event in which such motorcycles or components were utilized in competition, to allow officials or other independent personnel authorized by AMA Racing or the FIM to perform detailed inspections and testing.
 - 2. In the case of an appeal, the competent body may retain custody of impounded equipment until the appeal process has been completed.

A4 Protests

- a. Protests must be lodged according to the Disciplinary and Arbitration Code of the FIM and the Supplementary Regulations and be accompanied by a fee of US \$800, returnable if the protest is justified.
- b. If the protest entails dismantling a motorcycle, the protest fee must be accompanied by an additional deposit of US \$150. This fee must be paid by the losing party to the mechanic of the rider who had to **perform the dismantling procedure**.
- c. Protests entailing a fuel control must be accompanied by an additional deposit of US \$1,000
- d. Unless specifically excluded herein, riders may lodge protests on any matter regarding an event in which they were a participant. Such matters may include, but are not limited to, the conformity of a machine with these rules or the eligibility of a rider.
- e. There are two types of protests: technical and administrative. Technical protests relate to the legality of motorcycles and components used in competition. All other protests will be defined as administrative.
- f. Each protest must be made separately and in writing. Each protest must specify the violation of the AMA Supercross an FIM World Championship rules or procedures that is alleged, and must be accompanied by the filing fee.
- g. All protests must be filed within 30 minutes of the posting of results of the event in question. The posting of provisional results begins the 30-minute protest period.

A5 Appeals

- a. Any person or organization affected by a disciplinary decision of the Supercross Race Director has the right to appeal this decision. This appeal must be presented in writing to the Supercross Race Director 30 minutes at the latest after the notification of that decision **and be accompanied by a fee of US \$800, returnable if the appeal is justified**.
- b. Appeals against a decision taken by the Race Director will be dealt with by the Stewards Panel (AMA Steward, FIM Steward and FMNR Steward, if applicable, for meetings outside the USA).
- c. The Stewards Panel will hear any appeals against decision of the Race Director.

- d. Each Steward has one vote. Decisions are based upon a simple majority.
- e. If all the Members of the Stewards Panel confirm the decision of the Supercross Race Director, the appeal is rejected. In this case, the decision of the Stewards Panel is final. No further appeal is possible.
- f. If one Member of the Stewards Panel does not confirm the decision of the Supercross Race Director and the other Member(s) agree(s), the appeal is rejected. No further appeal is possible.
- g. If all the Members of the Stewards Panel disagree with the decision of the Supercross Race Director, this decision must be changed.
- h. The Stewards Panel may confirm or pronounce the following penalties:
- Warning
 - Fine
 - **Lap deductions or finishing position deductions**
 - Time and/or point penalties
 - Disqualification
 - Suspension
 - **Probation not exceeding 12 months from the date of offence**
- i. The Stewards Panel must ensure that all parties concerned, as well as the Race Director, receive written notification of any judicial decision pronounced by the Stewards as soon as possible.
- j. Any participant who is fined under these rules will be deemed suspended from all AMA Racing-sanctioned activities until the fine has been paid. The fined party is entitled to a receipt upon payment. All fines and other disciplinary actions levied by AMA Racing must be explained in writing. A copy must be given or sent to the disciplined party.
- k. Publication of protests, appeals and the interim and final results of said protests and appeals, in American Motorcyclist magazine, **FIM Magazine**, other magazines, and any other media is expressly agreed to by the participants to any protest or appeal. The participants agree that they shall not bring a cause of action against AMA Racing, the AMA, **the FIM** or their respective directors, trustees, officers, employees, agents and assigns as a result of such publication.

Appendix B
Officials Duties

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B1 Race Director

- a. Ensure the race course is suitable and discontinue race activity if conditions become unacceptable.
- b. Determine if all riders are qualified to properly negotiate the course and prohibit any riders not so qualified from competing.
- c. Direct the Starter to black flag riders off the track for any condition he deems to be unacceptable or in violation of any rules.
- d. May direct the Starter to red flag/light a race that was started improperly.
- e. Provide for technical inspection of equipment being used by the riders and bar any equipment that does not conform to equipment regulations.
- f. See that accurate time is kept for all races.
- g. To impose penalties for any infringements of the Regulations.
- h. To impose penalties for any voluntary or involuntary action or deed accomplished by a person or a group of persons during a meeting, contrary to the current Regulations or instructions given by an official of the meeting.
- i. To impose penalties for any corrupt or fraudulent act, or any action prejudicial to the interests of the meetings or of the sport, carried out by a person or a group of persons occurring during an event.
- j. To impose penalties on organizers for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations.
- k. The Race Director is empowered to measure engines or any other components.
- l. Allocate a properly enclosed location for engine inspection.
- m. The Race Director is empowered to make and enforce temporary regulations necessary to cover emergencies or special conditions (not covered in the Rule Book), including any unforeseen situation for the betterment and in the interest of the program. The Race Director must consider all protests and appeals.
- n. The number of riders allowed to start in any meet will be subject to approval of the Race Director and the AMA.

B2 Competition Manager

- a. To determine that qualified personnel are assigned to those positions necessary to ensure the efficient conduct of the event, and to provide payment for services rendered by officials in accordance with AMA guidelines.
- b. Direct or oversee the activities of all other track and pit officials.
- c. Make a full written report within three days of all details of the meet, to the AMA.

B3 Clerk of the Course

- a. The Clerk of the Course is appointed by the FMNR.
- b. The Clerk of the Course cannot be a member of the FIM Stewards Panel.

- c. The authority and duties of the Clerk of the Course are:
- d. The Clerk of the Course must assist the Race Director in organizing and supervising course officials.
- e. The Clerk of the Course must assist the Race Director in the preparation and/or maintenance of the course before and during the meeting.
- f. The Clerk of the Course must carry out any other duties as may be assigned by the Race Director.

B4 Chief Clerk / Registrar

- a. To exhibit a list of all events.
- b. To receive all entries and check the riders' competition licenses.
- c. To provide the Pit Steward with two copies of the results for posting and line-up in the pits as soon as possible after each event. At the end of the meet, insure that the final results are posted.
- d. To provide all line-up lists and result lists to the promoter for distribution to the press.
- e. Such other duties as may be assigned by the AMA Supercross Competition Manager.

B5 Timing & Scoring Manager

- a. To manage timing and scoring/information distribution operations.
- b. Responsible for determining that official timing and scoring procedures are followed.
- c. To operate the official electric timing equipment and keep an accurate record of all times and report the same to the Race Director.

B6 Starter

- a. To provide a complete set of flags for use during the race.
- b. To assign extra flagmen, when required, at various points throughout the course.
- c. To determine if scorers, timers, umpires, etc., are ready and in place before starting the race.
- d. To position riders at the starting line, start the race, give halfway flags, last lap flags and finish flags.
- e. To flag off the course any disqualified riders and otherwise direct the progress of the race with flags, as instructed by the Race Director.
- f. To instruct the corner workers as to the performance of their duties, and insure that each corner worker/flagman has been supplied with the necessary flags.
- g. Such other duties as may be assigned by the Race Director

B7 Judges, Umpires and Observers

- a. Judges may be assigned by the Race Director to determine the outcome of any meet.

- b. Umpires may be assigned by the Race Director and when assigned will watch the progress of the meet and report any infractions of the rules to the Race Director.
- c. Line judges will be assigned by the Race Director to correlate a correct start with official Starter.

B8 Pit Steward

- a. To notify riders to appear at the starting point in time for each event in which they are entered and assign proper starting positions.
- b. To maintain neat, suitable and orderly pits where the riders can work.

B9 Chief Technical Inspector

- a. To provide a place for and conduct a technical inspection before a rider is allowed on the course for practice.
- b. To affix a sticker, mark or seal on each machine showing that it has passed technical inspection.
- c. To make a list of machines and riders that have been inspected.
- d. To process all contingency approval and tech inspection forms.
- e. During the day, be alert for any unacceptable equipment and report the equipment to the Race Director.
- f. To conduct post race inspections to assure rule compliance.

B10 Equipment Steward

- a. Responsible for uniforms and other equipment transported on the truck as assigned by the AMA Supercross Competition Manager.

B11 Stewards Appeals Panel

- a. The Stewards Panel is composed of two or three Stewards:
 - 1. One FIM Steward;
 - 2. One AMA Steward;
 - 3. One FMNR Steward, if applicable, for meetings outside the USA only.
- b. The FIM Steward is appointed by the FIM Management Council.
- c. If the nominated FIM Steward is prevented from arriving at the meeting in time, the FIM may name a replacement, with first priority given to a CMS Member not from the FMNR.
- d. The AMA Steward is appointed by the AMA.
- e. If the nominated AMA Steward is prevented from arriving at the meeting in time, the AMA may name a replacement.
- f. The FMNR is limited to one FMNR Steward (for meetings outside the USA only).
- g. The Stewards have no responsibility for the organization of the meeting and their only duty is to give a verdict in appeals lodged against decisions of the Race Director.
- h. The authority and duties of the Stewards include but are not limited to:

1. Adjudicating on any appeal against the decisions of the Race Director.
2. Ensuring that the decisions of the FIM Stewards Panel conform to the rules of the Sporting Code, to the regulations published by the FIM and the Supplementary Regulations of the meeting.
3. Ensuring that all parties concerned, as well as the Race Direction, receive written notification of any judicial decision pronounced by them as soon as possible.

Appendix C

Sound Test Procedures

This procedure may be used to test motorcycles as a prerequisite for entry into a competitive event.

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C1 Sound Test Equipment

- a. The following instrumentation shall be used: a sound-level meter meeting the Type 1, Type S1A, Type 2, or Type S2A requirements of ANSI S1.4-198 or the international standard IEC 651, Type 1 or Type 2.
- b. The sound-level meter must include a compatible calibrator, which must be used immediately before the testing session begins and always just prior to a re-test if a disciplinary sanction may be imposed.
- c. For convenience, a 20-inch string may be attached to the front of the sound-level meter for the stationary sound test.
- d. It is recommended that the sound meter be attached to a tripod and then placed into position for the test.
- e. Allow the sound meter to come to the same temperature as the surroundings.
- f. Set the sound meter to slow dynamic response and A-weighting.
- g. Always round down the meter reading, that is: 100.9 dB/A = 100 dB/A.
- h. An electric tachometer or vibrating reed tachometer shall be used to determine RPM.

C2 Test Site

- a. No one should be within 10 feet (3 meters) of the machine other than the rider, the sound meter operator, an assistant to balance the motorcycle and one other person directly behind the sound meter operator.
- b. The test area should be a flat, open surface free of large sound-reflecting surfaces, such as a parked vehicle, buildings, signs, and hillsides, within 16 feet of the motorcycle being tested.
- c. The surface should be free of loose soil, snow or grass higher than 6 inches.
- d. The surrounding sound should not exceed 90 dB/A within a 16-foot radius from the motorcycle during the test.
- e. Always use a windscreen under windy conditions. The stationary test procedure should not be conducted if the wind speed is 20 mph or higher.
- f. If wind is present, the motorcycle should be positioned so the wind blows back to front. This allows mechanical sound to blow forward, away from the microphone.
- g. Test should not take place in rain, snow or excessively damp conditions.

C3 Guidelines for Measuring the Sound

- a. For initial sound control and technical inspection, a rider (or his mechanic) shall present only one spare silencer per motorcycle.
- b. Other spare silencers may be presented after all participants have presented their motorcycles, or on the following days of the event.

- c. During the sound test, only the rider (or his mechanic) may sit on the motorcycle in the normal riding position and will follow the directions of the sound test official. No other team personnel may influence the sound test.
- d. The sound reading should be taken with the microphone placed at 20 inches from the exhaust pipe at an angle of 45 degrees measured from the center-line of the exhaust end and at the height of the exhaust pipe, but at least 8 inches above the ground. If this is not possible, the measurement can be taken at 45 degrees upward.
- e. Attach an electric tachometer or set the vibrating reed tachometer to the test RPM.
- f. Make sure the engine is warmed up and the transmission is in neutral.
- g. Have the vehicle operator slowly increase the engine speed to the test RPM.
- h. Have the rider or assistant read the meter of the electric tachometer, or have the rider or assistant hold the vibrating reed tachometer against any solid part of the vehicle.
- i. Have the vehicle operator or assistant signal when the correct RPM is held (e.g., by tapping his foot).
- j. Read the sound level meter when the correct RPM is held.
- k. All silencers will be marked once they have passed the sound test. The silencer shall not be modified after it has been marked.**
- l. Silencers fitted with removable endcap/adapters aimed to reduce the sound levels shall be marked and securely mounted to the silencer. If the removable endcap/adapter becomes separated from the silencer during any practice/qualifying or race, the silencer will be deemed modified and the rider will be penalized.**
- m. The silencer may only be exchanged with a spare silencer that has also been checked and marked for that motorcycle.

C4 Sound Testing Corrections

- a. Always round down the meter reading; that is: 100.9 dB/A = 100 dB/A.
- b. Type 1 Meter: deduct 1 dB/A
- c. Type 2 Meter: deduct 2 dB/A
- d. Below 50 degrees Fahrenheit: deduct 1 dB/A
- e. Below 32 degrees Fahrenheit: deduct 2 dB/A

Appendix D

Fuel Test Procedures

D1 Fuel Testing

- a. The AMA in cooperation with the FIM will carry out fuel tests at any time during the course of any AMA Supercross, an FIM World Championship meet.
- b. Any person or organization, being a potential supplier of fuel, may be requested to submit a sample for testing for conformity with the required fuel specifications.
- c. The chief technical inspector, in consultation with the race director, has sole authority to direct the administration of fuel tests during the course of any AMA Supercross, an FIM World Championship event.
- d. The criteria for selection of the machines from which samples are to be taken will be at the sole discretion of the chief technical inspector in consultation with the race director.
- e. The motorcycles selected for fuel sampling and testing will be placed in the impound area.
- f. The chief technical inspector will supervise the collection of the test samples.
- g. Only officials under the supervision of the chief technical inspector may take fuel test samples.

D2 Containers for Holding Samples

- a. Must be clean and constructed of robust, fuel non-reactive, impermeable material.
- b. Must be sealable.
- c. Must have provision for identification.

D3 Fuel Test Procedures

- a. The extraction of fuel from machines must be directly from the fuel tank.
- b. Three (3) test samples will be collected from each selected machine.
- c. The containers must be immediately sealed and identified by reference to the machine from which the sample was taken.
- d. This information must be entered on the AMA Supercross, an FIM World Championship Fuel Sample Certificate, which must certify the date, place and time of taking the sample, the identity of the machine from which the sample was taken, and the identity of its rider.
- e. The samples (A, B and C) must remain in the control of the chief technical inspector. The rider or a representative of the rider/team must sign the AMA Supercross, an FIM World Championship fuel sample certificate acknowledging that a sample was taken, and rider or representative must receive a copy of the certificate.
- f. The chief technical inspector must arrange to deliver the samples (A, B and C) along with the AMA Supercross, an FIM World Championship fuel sample certificates to an express service for transportation to the AMA office.

D4 After the samples (A, B and C) and the certificates arrive at the AMA office

- a. Sample A and its certificate will be sent by express service to the official testing laboratory where the sample will be tested for compliance to the fuel specifications in accordance with standard scientific procedures.
- b. Sample B and its certificate will be safeguarded at the official testing laboratory, if Sample A is found to be in non-compliance to the fuel specifications, sample B will be tested for verification.
- c. Sample C will be safeguarded at the AMA office for future testing if necessary.
- d. The results obtained from such testing must be attached to the laboratory's copy of the fuel sample certificate and delivered to the AMA as soon as practicable after the results have been obtained.
- e. The AMA will appoint one or more laboratories for testing fuels.
- f. Upon receiving the report from the laboratory that a fuel sample or samples are not in compliance with the rules the AMA will inform the rider or team and assess a penalty.
- g. The rider may request to carry out a test of the B sample to verify the results. The testing of the B sample will be at the rider's expense.
- h. The AMA will receive the testing results of the sample B and compare with the testing result of sample A.
- i. Of these two testing results, the rider's more favorable testing result (whether it be the A or B Sample) will be taken into account.
- j. The independent testing laboratory in issuing the results of the test must also verify that the samples were received in good condition and with the seal intact.

Appendix E
Supercross Lites

The Supercross Lites class will abide by all rules and regulations set forth in the 2010 AMA Supercross an FIM World Championship rulebook with the exceptions listed in Appendix E.

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E1 Supercross Lites Class License Eligibility

Riders must meet one of the following criteria to be eligible for an AMA Supercross Lites class license.

- a. Earn at least 75 points (at the time of application) in the AMA Pro/Am Motocross Series.
- b. Finish in the top 15 overall at the AMA Amateur National Motocross Championship in 2008 or 2009 in any of the 250A or 450A or Pro Sport classes.
- c. ***Finish in the top 8 overall in the AMA Arenacross World Finals in 2008 or 2009 in the expert main event class.***
- d. Earn 35 Arenacross class points in the 2008-09 or 2009-10 AMA Arenacross Series.
- e. Earn 60 Arenacross Lites class points in the 2008-09 or 2009-10 AMA Arenacross Series.
- f. ***Qualified into the evening program in the Supercross or Supercross Lites class at least one time during the 2006 through 2009 Supercross season.***
- g. Qualified for the national motos in at least one round of the 2008 or 2009 AMA Motocross Championship in the 250 or 450 class.
- h. Riders who earned a 2009 Supercross Lites endorsement, but failed to qualify for any evening programs due to injury may reapply for their license based on the criteria for which it was earned.

E2 Supercross Lites East/West Championship Guidelines

- b. Riders must designate the region in which they intend to participate prior to the first event of the season.
- c. Once a rider has designated their region, they may not transfer to the opposite region in the Supercross Lites class unless the rider is injured and failed to qualify for an evening program. The request must be submitted in writing to AMA Racing. The rider must remain in the new region for the rest of the season.
- d. Riders who have earned an AMA Motocross (450) class Championship, AMA Supercross class Championship or FIM MX1 World Championship are not eligible to compete in the Supercross Lites East/West Championship.
- e. ***Effective with the 2007 season points, riders earning at least 120 Supercross Lites Championship points in an eight-race season, or 105 Supercross Lites Championship points in a seven-race season, in three seasons of Supercross Lites competition will be ineligible for the Supercross Lites class.***
 1. ***If the number of events in each of the Supercross Lites class regions is different, the number of events used for points will be based on the smaller number. (i.e. if there are eight West events and seven East events, the West riders would throw out their worst finish for a maximum total of seven events)***
 2. ***A rider may move to the Supercross class at any time provided he/she is eligible for the Supercross class, as outlined in the AMA Supercross licensing regulations.***

f. AMA Supercross Lites Regional Champions may defend their championship's the following season, **with the following clarifications:**

1. Champions may ride either region the following year but must only compete with the no. 1 plate when defending in the region in which they won the Championship.

2. A rider that wins a Supercross Lites Championship will be eligible to participate in the Supercross Lites class for a maximum of three years total regardless of what year he/she won the title. (i.e. if a rider wins the Championship in their third year of Supercross Lites competition, they will be ineligible for the Supercross Lites class regardless of points and therefore not eligible to defend their Supercross Lites Championship title)

3. After a rider wins a second Championship, in either region, the rider will be ineligible for the Supercross Lites class, regardless of points or number of years in class.

g. **Riders who are advanced to the Supercross class through points or Championships won will not be eligible to return to the Supercross Lites class.**

h. Riders finishing outside the top 20 of the Supercross class points in 2007, 2008 or 2009 will be eligible to ride the Supercross Lites class. Designated Supercross Lites riders who competed in the Supercross class in select 2009 events will remain eligible for the Supercross Lites class in 2010, provided they have not exceeded any other Supercross Lites eligibility rules or been advanced to the Supercross class through points or championships won.

i. Supercross Lites East/West riders may compete in the Supercross class, provided they are eligible for the Supercross class as outlined in the AMA Supercross licensing regulations. Riders may only compete in one class at each event.

E3 Supercross Lites Entries

a. Supercross will be pre-entry ONLY and limited to 80 riders in the Supercross Lites East or West classes. Post entries are not permitted.

b. All Supercross meets are pre-entry only. **Entries close 14 days prior to each meet.**

c. **If at any point in time after the closing date of entries, the total number of entries should not reach 40, AMA Racing is entitled to enter more riders to reach the number of 40 riders (or more/up to 80). These riders must be entered before the end of the technical verifications prior to the meeting. All entry conditions cited in these regulations apply to the riders in question.**

d. Riders may only enter one class at Supercross (No double classing).

e. Entries will be accepted for the Supercross Lites class in the following order of priority until the classes reach the 80 rider limit:

1. Top 45 in points from 2009 in the Supercross or Supercross Lites class and pre-entered for the entire season.

2. Top 40 in points from 2009 in AMA Pro 450 class or 250 class and pre-entered for the entire season.
 3. Riders earning points outside the top 45 in the Supercross or Supercross Lites class in 2009 or outside the top 40 in the AMA Pro 450 or 250 class in 2009 and pre-entered for the entire season.
 4. After a rider earns championship points in the current championship series, their entry for any following events in the series is guaranteed, provided the entry is received before the closing date.
 5. No 2009 points in any Supercross Supercross Lites or AMA Pro 450/250 class, but pre-entered for the entire season.
 6. Top 45 in points from 2009 in the Supercross class or Supercross Lites, but not pre-entered for the entire season.
 7. Top 40 in points from 2009 in AMA Pro 450 or 250 class, but not pre-entered for the entire season.
 8. Riders earning points outside the top 45 from 2009 in the Supercross or Supercross Lites class or the top 40 in the AMA Pro 450/250 class, but not pre-entered for the entire season.
 9. For those with no points and not pre-entered for the entire season, the date on which the pre-entry was received at the AMA Racing Office in Pickerington, Ohio will be the determining factor for acceptance.
- f. Verification of the acceptance of an entry may be checked by calling the Competition Services Department at (614) 856-1900 the Wednesday after the closing date (typically one week prior to the meet.)
 - g. Acceptance of entries may be granted for special circumstances. All entries will be accepted at the discretion of AMA Racing.
 - h. All entry fees are non-refundable once the closing date has passed.
 - i. Exceptions will be made only if AMA Racing is notified five days prior to the event with a legitimate medical excuse.
 - j. To be considered as pre-entered for entire season, a complete entry form with total fees for the eight Supercross Lites West events must be received by December 23, 2009.
 - k. To be considered as pre-entered for entire season, a complete entry form with total fees for the eight Supercross Lites East events must be received by February 1, 2010.

E4 Supercross Lites Class Technical Standards

- a. Supercross Lites Class motorcycles are subject to the following requirements in addition to the applicable requirements in General Equipment Standards. Superseded parts controlled by these rules must be submitted to AMA Racing for review and approval before use in competition. In addition, these parts must then be listed in the current OEM parts list as supplied to AMA Racing. Motorcycle components not specifically controlled by these rules may be modified, removed or replaced.

E4.1 Engines

a. Engine Displacements:

0 – 125cc	2-stroke
0 – 250cc	4-stroke

- b. Material and castings of the cylinders, cylinder heads and crankcases must be the same as the originally approved model. Material may be added or removed from these items.

E4.2 Forks and Shocks

- a. The manufacturer's original concept of either single or double shocks must be maintained.

- b. In Supercross Lites, the replacement and modification of forks and shocks are limited to the following:

1. Forks and shocks may be either stock or aftermarket units listed on the Approved Equipment List. This list is available from the AMA Racing Technical Department.
2. Homologated inner and outer fork tubes, axle lugs, cartridge, and piston rod must be retained, modifications are permitted. All other fork parts may be replaced.
3. Homologated shock body, shaft and reservoir must be retained, modifications are permitted. All other shock parts may be replaced.
4. The AMA must receive written notification from the manufacturer of any superseding of controlled parts before those parts may be used in competition. The manufacturer's parts list reflecting the superseded part must accompany the notification.
5. Approved forks, shocks, and superseded parts must be available in the U.S. through dealers or distributors to AMA Pro-licensed Supercross Lites riders for the entire current season. A dealer or distributor must fill legitimate orders, accompanied by a 50% deposit, within 15 business days of receipt. Failure to fill a legitimate order may result in the canceling of the component manufacturer's homologation.
6. Retail prices of approved forks and shocks may not exceed the following cost exclusive of all taxes. (The forks and shock assemblies must be complete and functioning assemblies, not only the controlled parts.)
7. Both fork legs (less triple clamps) \$4,500.00.
8. Shock assembly \$1,750.00.

E4.3 Weight Limit

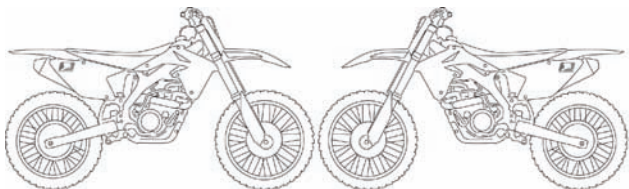
a. Minimum weight requirement:

0 – 125cc	194 pounds
126 – 250cc	212 pounds

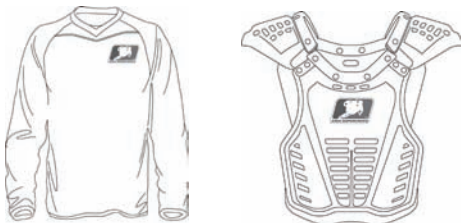
- b. See Weighing Procedures (Section 1.15)

E5 Numbers and Number Plates and Series Logo's

- p. The current Supercross Lites East and West class Champions must run a white number 1 with a red background only when defending the number 1 plate in their championship region.
- q. Number Plate Colors:
1. Supercross Lites
 - Black plates, white numbers
 2. AMA Supercross Lites Champion
 - Red plates, *white number 1*
- (Supercross Lites Champion must be defending in their championship region)
- r. For the Supercross Lites Class, the approved front number plate design will contain the current AMA Racing logo followed by the Championship Title Sponsor logo, and again followed by the current AMA Racing logo.
- s. For the AMA Supercross Lites Class the correct AMA Supercross logo must be displayed on both side number plates. The minimum size of the logo is 3 inches wide by 1¾ inch high.



- t. The striped areas on both side number plates are reserved for the current class specific logo(s).
- t. Riders competing in the AMA Supercross Lites Class must display the AMA Racing logo on the upper left front torso or left shoulder area of their jersey. The minimum size of the logo is 3 inches wide by 1¾ inch high.
- u. If the rider uses a chest/back protector, the logo must be located in the center front on the chest/back protector. This is in addition to the logo located on the jersey.



E5.1 Display of the AMA Racing Logo

- a. All riders are required to have approved logos in place whenever they are competing in any part of an AMA Supercross or FIM World Championship event.

- b. The following logo is the approved AMA image to be displayed on the side number plates, and rider apparel. The logo is also a part of the front number plate design, which will also include the series title sponsor.



- c. How to obtain the logo and/or logo artwork file:
1. At each event, all number plate stickers and adhesive apparel patches will be available at AMA Racing Tech Inspection at each meet.
 2. If a third party produces number plates and/or jerseys for you prior to meets, they may request logo files from the AMA Racing Department. The request for artwork by a third party should include the rider's name.
 3. Disclaimer for use of AMA Racing-registered Trademarks:

AMA Racing and the other logos and trademarks shown herein are trademarks of the AMA and AMA Racing. Participants are to use the approved logos on number plates and apparel only when participating in AMA Racing events. Any further use of the mark outside of this capacity is prohibited without written consent from AMA Racing. Any further use of the marks (i.e., the AMA Racing mark, and other AMA Racing trademarks and logos) outside of this capacity is prohibited without a license from or the express, written permission of AMA Racing.

E6 Qualifying at Supercross Lites Races

- b. All qualifying practices will be timed.
- c. Afternoon qualifying practices will be used to compile the 40 fastest riders (the "Fast 40") in the Supercross Lites class. These 40 riders will advance to the evening program.
- d. Afternoon qualifying practices will be used to determine the order for gate picks in the heat races. The fastest rider will be the first gate pick in the second heat. The second fastest rider will be the first gate pick in the first heat race and so on until all qualifying riders are placed in a heat race.

E7 Supercross Lites Races

- a. The Evening Program in Supercross Lites will consist of two Heat Races, one Last Chance Qualifier, and one Main Event.
- b. In the Heat Races, 1st through 9th will advance to the main event; 10th through 20th will advance to the Last Chance Qualifier.
- c. In the Last Chance Qualifier, 1st and 2nd will advance to the main.
- d. The Supercross Lites Main Event will be 15 Laps.
- e. The first rider across the finish line at the conclusion of a race is the winner.
- f. The issuing of official results does not exempt riders who competed in the event from penalties for rules violations determined by AMA investigations following the protest period.
- g. Riders are entitled to review their scores with the timing & scoring manager.

E8 Substance Abuse Policy

a. Supercross Lites Class

1. The Supercross Lites Class riders will follow the terms and conditions of the AMA Substance Abuse Policy.
- b. Random tests for drugs and alcohol may be conducted at the discretion of AMA Racing or their respective drug testing partners.
- c. Compliance with the AMA's Substance Abuse Policy is an essential precondition to the issuance of Professional Competition licenses.
- d. Any violation of the policy or refusal to submit to testing as requested by AMA Racing, or their respective drug testing partners will result in the immediate revocation of the competitor's license and loss of all rights to compete in AMA Professional or Amateur sanctioned events.
- e. The AMA Substance Abuse Policy is available upon request from the AMA Racing office.

Appendix F

Glossary

The following definitions and abbreviations are adopted for use in these Rules.

AMA - (acronym) American Motorcyclist Association.

AMA Racing - A subsidiary of the American Motorcyclist Association.

Aftermarket - Produced by a manufacturer or fabricator other than the original equipment manufacturer.

Bodywork - Seat/tail section, body panels and fenders.

CC - (acronym) Cubic centimeters.

Last Chance Qualifier (LCQ) - (acronym) A final qualifying race for those riders who did not qualify from the heat race.

Displacement - The volume swept by the piston(s) in each stroke.

Disqualification - The forfeiture of all awards, prizes and points earned in all events during that days meet.

DOT - (acronym) United States Department of Transportation.

Event - Any one of the races in a meet.

Field - All of the riders that make up a race.

FIM - (acronym) Fédération Internationale de Motocyclisme.

FMNR - (acronym) National Federation organizing a meeting.

Heat Race - A qualifying race that determines which riders advance to the final event.

Homologation - AMA approval process initiated by manufacturers or distributors of motorcycles. Only approved motorcycles may be utilized in most types of AMA competition.

Manufacturer - The original manufacturer of a motorcycle, not the distributor.

Meet - A meeting at which one or more events are held.

Model - A reference to a particular year and name assigned by manufacturers to certain motorcycles.

Moto - A race held within a meet that awards championship points.

Motorcycle - A rear wheel driven, two wheeled vehicle that is powered by a single engine for the purpose of racing.

OEM - (acronym) Original equipment manufacturer.

Official Results - A listing of the final finishing order of an event issued by scoring after the 30 minute protest period has expired.

Paddock - Designated area primarily used for maintenance of event-entered competition motorcycles. May also include parking area for motorcycle transport and support vehicles.

Participant - Every rider, club, association, company, promoter and all other persons participating or in any way connected with an AMA Pro Racing race meet.

Pit Crew - Mechanics and/or assistants.

Pits - Designated area directly adjacent to the race track that may include staging and signal zones. Access is limited to mechanics, officials or those with appropriate track pass credentials.

Program - The predetermined outline of events that make up a meet.

Provisional Results - An initial listing of the finishing order of an event issued by scoring immediately following the race finish.

Promoter - Any person or number of persons, company, corporation or club holding, proposing to hold or organizing a meet.

Qualify - To advance to a final event by timed qualifying or heat race finish position.

Qualifying Heat Race - A preliminary race that may be used for elimination or to determine heat race starting positions.

Race - Competition in which two or more riders compete against each other.

Race Position - A rider's position based on his distance covered relative to the race leader.

Race Track - The actual racing surface and runoff areas, plus the pit road, grid and a test track, when provided, along with any other area where the riding of competition motorcycles is permitted.

Rider - Any person who competes on the racetrack in a meet.

Scoring - Officials who provide all timing information and race results.

Signal Zone - Area of limited access used only for teams to signal to riders.

Staging or Starting Area - The location where riders and machines are assembled prior to the start of an event.

Starting Gate - Any of various types of movable barriers for lining up and giving an equal start to the riders.

Stock - Parts manufactured and delivered by the OEM, which are identical to the parts installed on the motorcycle by the OEM before retail sale.

Superseded - This term refers to new OEM parts that replace old parts for increased safety or durability but not to improve performance.

Suspension (with reference to penalties) - The loss of all rights to compete as a rider or participate as a member of a pit crew for a stated period.

Technical Inspector - The technician who inspects all motorcycles and equipment of riders participating in a meet.

Timed Qualifying Practice - A practice against time by an individual rider. Laps are electronically timed for each rider to determine qualifying order.



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American Motorcyclist Association
13515 Yarmouth Drive, Pickerington, Ohio 43147
AMASupercross.com

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