



Competition Bulletin

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To: All AMA licensed Supercross Riders

From: AMA Racing

Date: 11/09/2011

Re: Rule Changes for the 2012 AMA Supercross and FIM World Championship Rulebook (6 Pages)

The following are all the changes for the 2012 AMA Supercross and FIM World Championship Rulebook

New rules for the 2012 season are printed in **bold italic** type.

Items that are indicated with a ~~strike through~~ are no longer valid.

1.5 Sound Requirements

Sound levels in the SX and Lites classes will be verified with the 2 meter max method. See Appendix C for the details of the testing procedures.

a. The maximum sound limit is set at:

1. For pre-race inspection

Max. 115 dB/A

2. For post-race inspection

Max. 116 dB/A

b. All competitors entered may be sound tested at any time. When directed by an Official, the rider must proceed directly to the designated sound test area; failure to do so will result in a penalty.

c. The normal penalty for violation of the post-race **or qualifying** 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.~~

1. Qualifying: Loss of fastest qualifying time.

2. Heat races or LCQ: Loss of three positions

3. Main Events: Loss of three positions in the final standings. Points and purse will be adjusted accordingly.

c. A fine may be added to the listed penalties at any time.

d. If, in the judgement of the Race Director, the post-race **or qualifying** sound limit 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.

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: ~~2000~~ **2007**

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~~ **black number 1 with a white background**.
- b. **The current point's leader must run a red background with white numbers.**
- c. **At the first event of the season, the current Supercross Class Champion will be considered the point's leader and will run the red number plate.**
- d. Number Plate Colors:

Supercross Class	White plates, black numbers
2011 Supercross Champion	White plates, Black number 1
2012 Current Points Leader	Red Plate, White Numbers

3.3 National Numbers

a. Career Numbers

1. Riders who finish in the top 10 in Championship points from the combined Supercross, (**Supercross Lites for 2013 numbers**), MX 250 and MX 450 classes from the previous competition year will have priority for the selection of a National two digit available number for their career number.
2. Riders who fail to earn at least 25 championship point during the season preceding the new season will lose their career number and be issued a new number based on current points. Special consideration is given to a rider if he/she is confirmed with a season long injury **or other special circumstance** which prevents him from competing that season.

b. Numbers 10-999

1. Riders who finish outside the top 10 but in the top 100 will be assigned consecutive two digit numbers until the supply of two digit numbers are exhausted.
2. The total combined points from the Supercross, (**Supercross Lites for 2013 numbers**), MX 450 and MX 250 classes will be used to determine the order. National numbers are then issued according to highest to lowest total points. In case of riders having the same amount of total points the tie is broken by the best Moto finish for those riders. In the event you have a rider that rode just SX and one that rode SX and Motocross, the tie would go to the rider that rode both series.

3.5 Supercross Entries

- a. If at any point in time after the closing date of entries, the total number of entries should not reach ~~40~~ **80**, AMA Racing or the FIM is entitled to enter more riders to reach the number of ~~40~~ **80** 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.

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.
- c. **Failure to attend the riders meeting may result in a fine.**

4.15 Flags and Lights

a. Warning Flags

1. Yellow Flag Or Yellow Light:

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

- Passing is allowed
- Proceed with extreme caution.

4.21 Restarts

- a. 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.
 - a. A minimum of 10 minutes from the time that the red flag is displayed will be given to make repairs or adjustments.
 - b. The race may be re-started before the minimum 10 minute waiting time only if all riders indicate to the Race Director that they are ready to start.**
 - c. Repairs or adjustments may only be made in the starting area.

4.22 Race Finishes

- j. **At the conclusion of the Main Event, the top five finishing riders and their motorcycles must go directly to a staging area located at the podium. Other riders outside of the top 5 may also be directed to the podium staging area. Failure to go to the designated podium staging area may result in a fine.**
- k. **At the conclusion of the Main Event, and after the podium ceremonies are complete, the top three finishing motorcycles must go directly to the technical impound area located at the AMA trailer or other area as designated by the Chief Technical Inspector. Other motorcycles may be directed to impound at the discretion of the Chief Technical Inspector. Failure to go directly to the technical impound area will result in a penalty.**
- l. 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.
 - 1. If more than one rider starts the race but does not complete one full lap as per official scoring, those riders will be placed in the final results based their qualifying time.**

4.24 Championship Points

- a. When the results of Supercross **Main** 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. In the event that a qualified rider is unable to make the start of the Main Event, they will be placed in last place in the final results. If more than one qualified rider is unable to start they will be placed in order of qualifying in the final results. In either case they will earn points and purse based on the final results.**
- c. Under special circumstances, if more than 20 riders are in the main event, riders finishing 21 and up will receive 1 point.
- d. The AMA Supercross an FIM World Champion will be decided based on the total of series points accumulated from each Main Event.
- e. In the event of a tie for the championship, the winner will be determined based on the number of Main Event wins.
- f. Should a tie still remain, finishes of second, third, etc., will be tallied until the tie is broken.
- g. If a tie still remains, the best finish in the last race will determine the champion.

4.26 Supercross Prize Giving Ceremonies

- a. The AMA Supercross FIM World Champion and **AMA Lites East and West 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. **Failure to attend will result in an AMA fine.**
- b. The **AMA Supercross FIM World** Champion must also attend the FIM Prize-Giving Ceremony organized by the FIM which will be held later in the year. **Failure to attend the FIM ceremony will result in a FIM fine in accordance with Art. 60.7 World Champions Awards Ceremony of the FIM Sporting Code.**

Appendix C Sound Testing Procedures

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

C1 The 2 Meter Max Test

- a. *The 2 meter max method shows a very good correlation between the sound power level (LwA) issued by motorcycles in full acceleration, and the maximum sound pressure levels measured at proximity of the same motorcycles, with engines at idle and quickly taken to their maximum rotational speeds.*

C2 The Preparation of the Sound Meter

- a. *Calibrate the sound meter at 93,5 dB or 113.5 dB to take into account the incidence of the wind foam ball*
- b. *Position the wind foam ball on the microphone*
- c. *Activate the 'A' weighing*
- d. *FAST time weighting must be activated*
- e. *Select range High 80~130 dB*
- f. *Activate the function MAX MIN – set on MAX*

C3 Test Site And Position of the Sound Meter

- a. *The sound levels will be measured with the sound meter/microphone fixed on a tripod, in the horizontal position, at the rear of the motorcycle.*
- b. *For the place and position of the motorcycle, ensure that there are no solid obstacles within 33 feet around the microphone.*
- c. *The sound meter will be positioned at a distance of 79 inches behind the motorcycle, with an angle of 45° away from the centerline, on the exhaust side and at a height of 53 inches above the ground, with the sound meter level.*
- d. *The 79 inch distance is measured from the point where the center of rear tire touches the ground.*
- e. *It is preferred to make the tests on soft ground, not reverberating, i.e. grass or fine gravel.*
- f. *In other than moderate wind, machines should face forward in the wind direction.*
- g. *The ambient sound level must remain lower than 100 dB/A.*

C4 The Positioning of the Motorcycle

- a. *The reference points:*
 1. *For a motorcycle: the contact point of the rear wheel on the ground.*
 2. *For motorcycles fitted with 2 exhaust outputs, the measurement will be made on the side of the air intake. If a central positioned air intake is used, both sides will be tested.*
 3. *To make repetitive measurements, all motorcycles can be positioned into a small frame fixed on the ground.*

C5 The Operation of the Test

- a. *The measurement is made with motorcycle on its wheels, with a hot engine.*
- b. *For the initial sound control and technical inspection, a rider (or his mechanic) shall present only one spare silencer per machine.*
- c. *Other spare silencers may be presented after all participants have presented their motorcycle.*

- d. *The technical steward will be positioned on the right side of the motorcycle, not to screen or stand between the bike and the microphone. At no time should the technical inspector be in a position in front of the handlebars during the test.*
- e. *The mechanic presenting the motorcycle for testing will be positioned on the left side of the motorcycle during the test and is required to engage the clutch during the full throttle portion of the test.*
- f. *If a second steward is permanently attending the sound level checks, it is strongly advised for him to use earplugs, a headset or ear protectors.*
- g. *During the sound test method, machines not equipped with a gear box neutral must be placed on a stand.*
- h. *The Inspector shall open throttle as fast as possible until full open throttle (instantly, within 0.3 seconds). He will keep at max engine 'rpm' for 1 second. To end, the inspector will release the throttle quickly.*
- i. *If the result exceeds the limit, including 'after fire', the Inspector shall test the motorcycle, maximum 2 times more.*
- j. *For motorcycles equipped with an engine rpm limiter, opening the throttle will be made - instantly, within 0.3 seconds - and kept open until at least 1 second has evolved and/or when there is an audible sign of over revving the engine.*
- k. *For motorcycles without an engine 'rpm' limiter, the opening of the throttle will have to be lower than 2 seconds and/or when there is an audible sign of over-revving the engine.*
- l. *If the engine tends to suffocate, close the throttle slightly and re-open the throttle.*
- m. *If detonations appear, the measurement must be started again.*
- n. *For the sound level measurement, the handling of the throttle is limited only to the Inspector, who shall open the throttle himself in order to minimize the influence by another operator (for that, it is helpful to have the microphone equipped with an extension cable to the sound meter).*

C6 The Measurement of the Sound Level

- a. *When the measurement is considered acceptable, write down the result, then reset (push on the sideline) the MAX MIN setting until the disappearance of the previously displayed value.*
- b. *Push again on the sideline MAX MIN to arm the sound level meter.*
- c. *The sound level meter is then ready for the following measurement.*
- d. *An attempt by a participant to prevent his/her engine to reach the maximum published rpm figure will be considered a breach of the rules.*
- e. *Even after passing the sound control, if there is doubt, the motorcycle may be checked again.*
- f. *A noticeably lower engine speed is detected easily by hearing. If doubt, control of the value of the rpm limiter with a tachometer.*
- g. *A machine which does not comply with the sound limits can be presented several times at pre-race control.*
- h. *The silencers will be marked when they are checked and it is not allowed to change them after the verification, except for any spare silencer which has also been checked and marked.*
- i. *The end opening of the silencer shall remain unmodified once it has been checked and marked.*
- j. *Silencers fitted with removable end cap/adapters aimed to reduce the sound levels shall be marked and securely mounted to the silencer. If the removable end cap/adaptor becomes separated from the silencer during any practice/qualifying or race, the silencer will be deemed modified and the rider will be penalized.*

C7 Guidelines for Use of Sound Level Meters

- a. *Sound level measuring equipment must include a compatible calibrator, which must be used immediately before testing begins and always just prior to a re-test if a disciplinary sanction may be imposed.*
- b. *Two sets of equipment must be available in case of failure of tachometer, sound level meter or calibrator during technical control.*
- c. **Corrections**
 - 1. *Class 1 (Type 1) sound meter: deduct 1 dB/A*

2. Class 2 (Type 2) sound meter: deduct 2 dB/A

d. Ambient temperature

1. No deductions.

e. Precision of the method (tolerances)

1. All corrections are cumulative.

f. Action and decisions will depend on decisions taken during prior discussions with the AMA, FIM Technical Director and/or the Chief Technical Steward.

**Appendix F
Glossary**

Marshal – A flagger or observer placed by the race director around the racetrack to assist him in the running of the meet.

Lites Class Specific:

E1 Supercross Lites Class License Eligibility Guidelines

All license applicants must be at least 16 years of age at the time of application.

In addition to the age requirements, riders must meet one of the following criteria to be eligible for an AMA Supercross Lites class license.

- a. Finish in the ~~top 8 overall~~ **top 10 overall** in the AMA Amateur Arenacross World Finals in 2010 or 2011 in the expert main event class.

E2 Supercross Lites East/West Championship Guidelines

- b. 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 at the first event that they are competing in**, and failed to ~~qualify for~~ **start any part of** the 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.

E4.2 Forks and Shocks

- 1. 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.)
- 2. Both fork legs (less triple clamps) ~~\$4,500~~ **\$5,175**
- 3. Shock assembly ~~\$1,750~~ **\$2,000**

E5 Numbers and Number Plates and Series Logo's

- a. The current Supercross Lites East and West class Champions must run a white number 1 with a ~~red background~~ **black background** when defending the number 1 plate in their championship region.
- b. **The current East and West point's leaders must run a red background with white numbers.**
- c. **At the first event of the season, the current Supercross Lites Class Champion will be considered the point's leader and will run the red number plate.**
- d. Number Plate Colors:

Supercross Lites Class	Black plates, white numbers
2011 Supercross Lites Champion	Black plates, white number 1
2012 Current Lites Points Leader	Red Plate, White Numbers

(Supercross Lites Champion must be defending in their championship region)