To: All AMA licensed Supercross Riders
From: AMA Racing
Date: 11/06/2012
Re: Rule Changes for the 2013 AMA Supercross, an FIM World Championship Rulebook (9 Pages)

The following are changes for the 2013 AMA Supercross, an FIM World Championship Rulebook. There are some changes in the 2013 rulebook not listed here, those changes are clerical or for clarification and do not change the intent of the rule.

Changes for the 2013 season are printed in red bold italic type. Items that are indicated with a strikethrough are no longer valid.

CATEGORIES OF RACING

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

Supercross 450SX™
Supercross Lites 250SX™

1.5 Sound Requirements

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

NOTE: For 2014 thru 2017 the Maximum sound limit will be set at:

1. For pre-race inspection
   Max. 112 dB/A
2. For post-race inspection
   Max. 113 dB/A

Appendix C
Sound Test Procedures

<table>
<thead>
<tr>
<th>Section</th>
<th>Sound Test Procedures</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1</td>
<td>The 2 Meter Max Test</td>
<td>46</td>
</tr>
<tr>
<td>C2</td>
<td>The Preparation of the Sound Meter</td>
<td>46</td>
</tr>
<tr>
<td>C3</td>
<td>Test Site And Position of the Sound Meter</td>
<td>46</td>
</tr>
<tr>
<td>C4</td>
<td>The Positioning of the Motorcycle</td>
<td>46</td>
</tr>
<tr>
<td>C5</td>
<td>The Operation of the Test</td>
<td>47</td>
</tr>
<tr>
<td>C6</td>
<td>The Measurement of the Sound Level</td>
<td>47</td>
</tr>
<tr>
<td>C7</td>
<td>Guidelines for Use of the Sound Meter</td>
<td>48</td>
</tr>
</tbody>
</table>

This procedure may be used to test motorcycles as a prerequisite for entry into any AMA Supercross, an FIM World Championship 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, 94 dB or 114 dB ±3.5 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 motorcycle may be tested in any gear as directed by the technical steward.

i. The clutch MUST be engaged during the test.

j. 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.

k. If the result exceeds the limit, including ‘after fire’, the Inspector shall test the motorcycle, maximum 2 times more.

l. 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.

m. 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.

n. If the engine tends to suffocate, close the throttle slightly and re-open the throttle.
o. If detonations appear, the measurement must be started again.

p. 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/adapter 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

NOTE: For 2014 thru 2017 the corrections will be:

1. Class 1 and Class 2 sound meter: deduct 2 dB/A

d. Ambient temperature

1. No deductions.
   1. Below 50 degrees Fahrenheit: deduct 1 dB/A
   2. Below 32 degrees Fahrenheit: deduct 2 dB/A

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, Race Director and/or the Chief Technical Steward.

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:

2. Data or video transmitted or recorded 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. GPS may be used for lap timing and track mapping only. Receivers/antennas shall not be mounted on the front area of the front number plate.

c. Data logging is permitted but the information may not be downloaded in real time from a moving motorcycle.

d. Information downloaded from the motorcycle may be reviewed by the Chief Technical Inspector at any time. Any data viewed by the Chief Technical Inspector will remain confidential.

3.2 Supercross License Regulations

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

b. Prior to being accepted for entry for any AMA Supercross meet, each rider must provide documentation that they have completed an ImPACT Concussion Management Test, which shall be used by the Chief Medical Officer, to assist in determining when a rider will be allowed to return to competition after suffering a concussion.

c. AMA licensed riders not competing in AMA sanctioned events for a period of two years may lose their prior classification.

d. Applicants renewing a license that has been expired three or more years must meet the present requirements for a Supercross License.

e. Foreign riders applying for an AMA license must submit a release and certification from their licensing federation.

f. FIM Motocross World Championship licenses for riders, valid for the AMA Supercross an, FIM World Championship class are issued by the rider's FMN.

g. 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.

h. Applicants must attach to their rider's FIM Motocross World Championship license application a certificate of medical fitness issued by a doctor.

i. 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.

j. 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.

k. All AMA Supercross licenses are issued at the discretion of AMA and may be revoked at any time.

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 5 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. Persons less than 16 years of age are not allowed in mechanic's area or other restricted areas.

e. Pets are not allowed in the mechanics' area or other restricted areas.

f. Pets in the paddock must be on a leash or properly contained.

g. 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.

h. 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.
4.13 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 racetrack.

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 and must be used for the rest of the meet.

f. For the purpose of inspection and conformity to the rules, the Race Director or Chief Technical Inspector may require post-race teardowns, the disassembly of any officially entered motorcycle at any time during the meet, and must begin following the completion of the event. If an inspection requires a disassembly, consideration may be taken for the event schedule. In these cases, parts may be sealed for inspection at the conclusion 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.

4.15 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 practice, qualifying or race has been stopped. Reduce speed and proceed safely to the staging area or as directed by a race official.

4. **Red Flashing Light:** 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, this includes the sighting or cool down laps.

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 mechanics area. Black-flagged riders are not permitted to return to the racecourse unless cleared by the Race Director.

b. Warning Flags

1. **Yellow Flag Or Yellow Light:**
   Waving Yellow Flag or Yellow Flashing Lights: Indicates serious hazard on or near the track. This includes the sighting or cool down laps.
   - 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, this includes the sighting or cool down laps.

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.

4.17 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 450SX and 250SX Classes. These 40 riders will advance to the Evening program.
c. If a rider or riders have qualified in the top 40 but are unable to participate in the evening program, an alternate rider that qualified outside of the top 40 may be allowed into the heat races. This will be done starting with the 41st qualifier until all positions for the evening program are filled.

1. These riders will pick their gate position in the order in which they qualified after all riders in that heat race from the top 40 have gated.
2. Alternate riders allowed to the gate through this process will not be considered officially in the race until to the “three minutes before the 30 board” call from Race Direction
3. If a rider that has earned a top 40 qualifying position enters the final staging checkpoint prior to the “three minutes before the 30 board” call from Race Direction, that rider will be allowed to start and the alternate will be removed.

4. If a rider that has earned a top 40 qualifying position knows that they will not be able to make the start of the heat race but still intends on participating in the LCQ, they must inform the Race Director of their intent prior to the staging of the heat race.
5. Once a top 40 qualified rider is officially replaced by an alternate, the qualified rider is no longer eligible to participate in any further races at that meet.
6. Riders outside of the top 40 may be denied this option based on lap times at the sole discretion of the Race Director.
d. 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.
e. In the 450SX 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).

4.21 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.
      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.
   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.
      a. Riders will be lined up in a staggered formation beginning on the starting straight at a start line located by the first turn, starting with the rider that was in the first position and continuing back towards the starting area.
      b. Riders not ready to take their position in line will be placed last.
      c. Once all riders are in position, a yellow flag will be displayed to indicate that the start will be within 30 seconds. Once the yellow flag has been removed, the starter will then display a green flag to signal the start.
      d. Riders may not overtake the rider in front of them until they pass the designated starting line.
      e. Any rider that does overtake the rider in front of them before the starting line will have been deemed to have jumped the start and will be penalized a minimum of two positions in the final results.
      f. Eligible riders who are unable to participate in the re-start due to a stalled motorcycle or continued repairs may join the race from the starting area at any time during the race.
      g. 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.
   5. The race will be run for the remaining number of laps.
   6. 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. The officially designated finish line is defined as the uppermost leading edge of the finish line obstacle.
c. To be considered as having completed a lap, the rider and his motorcycle must cross the plane of the checkered flag officially designated finish line.

d. Riders will be credited with all laps they complete during a race unless a penalty has been assessed.

e. Riders choosing to leave a race before its completion need not wait for the checkered flag to receive credit for laps they have completed.

f. Should the checkered flag be displayed later than the official distance, the finishing order will be decided on the basis of the official distance.

g. Under any other circumstances, the winner is the leader at the time the checkered flag is displayed.

h. A motorcycle that enters the paddock during a race will not be permitted to return to the racetrack. A motorcycle that leaves the stadium floor or infield of a speedway during a race will not be permitted to return to the racetrack.

i. 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.

j. 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.

k. 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.

l. 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.

m. 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 complete lap as per official scoring, those riders will be placed in the final results based on their qualifying time.

n. 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.

5.1 250SX Class License Eligibility

Requirements for a 2013 or 2014 AMA 250SX license:

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

b. Prior to being accepted for entry for any AMA Supercross meet, each rider must provide documentation that they have completed an ImPACT Concussion Management Test, which shall be used by the Chief Medical Officer, to assist in determining when a rider will be allowed to return to competition after suffering a concussion.

In addition to the age requirements and ImPACT test, riders must meet one of the following criteria to be eligible for an AMA 250SX class license.

c. Qualifying through the AMA Arenacross “Road to Supercross” program

1. Earn 35 AMA Arenacross class points in the 2011 or 2012 Arenacross season.

2. Earn 60 AMA Arenacross Lites class points in the 2011, 2012 or 2013 AMA Arenacross Series

3. Finish in the top 10 overall in the AMA Amateur Arenacross World Finals in 2011 or 2012 in the expert main event class.

4. Earn 1 “Road to Supercross” point from the Arenacross class at a minimum of three separate Arenacross events from the 2013/14 season (for a total of 3 points).
d. **Qualifying through other programs**

1. Earn at least 75 points (at the time of application) in the AMA Pro/Am Motocross Series.

2. Finish in the top 15 overall at the AMA Amateur National Motocross Championship in 2011 or 2012 in any of the 250A or 450A or Pro Sport classes.

3. Qualified into the evening program in the AMA **450SX** or AMA 250SX class at least one time during the 2009 thru 2012 Supercross season.

4. Qualified in the top 40 in at least one round of the 2011 or 2012 AMA Pro Motocross Championship in the 250MX or 450MX class.

5. Riders who earned a 2012 AMA 250SX license may reapply for their 2012 license based on the criteria for which it was earned in 2012.

****Requirements for a 2015 and beyond AMA 250SX license****

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

b. **Prior to being accepted for entry for any AMA Supercross meet, each rider must provide documentation that they have completed an ImPACT Concussion Management Test, which shall be used by the Chief Medical Officer, to assist in determining when a rider will be allowed to return to competition after suffering a concussion.**

c. **Earn 1 “Road to Supercross” point from the Arenacross class at a minimum of three separate Arenacross events from the 2013/14/15 season (for a total of 3 points).**