The following are changes for the 2014 Monster Energy AMA Supercross an, FIM World Championship Rulebook. The quoted sections of the rulebook in this bulletin will only have the areas listed that have been changed. Please go to amasupercross.com to download the complete rulebook. A printed copy of the rulebook will be available at the AMA trailer at the first event.

There are some changes in the 2014 rulebook not listed here, those changes are clerical or for clarification and do not change the intent of the rule.

Changes for the 2014 season are printed in red bold italic type. Items that are indicated with a strikethrough are no longer valid.

Underlined or bold text is meant to bring your attention to important items that should not be missed.

The below Sound requirements were listed in the 2013 rulebook and are listed again this year as a reminder of the change for 2014

1.5 Sound Requirements

Sound levels in the 450SX and 250SX classes will be verified with the 2 meter max method. See Appendix C for the details of the testing procedures.

a. For 2014 thru 2017 the maximum sound limit is set at:
   1. For pre-race inspection
      Max. 112 dB/A 115 dB/A
   2. For post-race inspection
      Max. 113 dB/A 116 dB/A

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 or class 2 sound meter: deduct 2 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 or Class 2 sound meter: deduct 2 dB/A

   d. Ambient temperature
      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. Round down the meter reading; I.E. 114.9 dB/A = 114 dB/A. All corrections are cumulative.

1.13 Wheels
a. Wheels and all wheel components, i.e. Spokes, hubs, constructed exclusively of carbon fiber or carbon composite are not permitted.

1.17 Rider Apparel

   d. The use of a video recording device or its likeness is not allowed at any time during on-track competition, including practice, qualifying and races without permission from the Championship promoter.

   m. Mylar numbers (silver, gold or other) are not allowed, as they do not meet the requirement of the numbers being of contrasting colors. The only exception to this rule will be for the Las Vegas event.
1.18 Display of the AMA and FIM Logo (450SX)

b. The following logos are the approved image to be displayed on the front and side number plates, and rider apparel for the 450SX class. 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 450SX Class and can be obtained by contacting the FIM at marketing@fim.ch

Front number plate:

Side number plates and jersey:

Front number plate:

Side number plate and jersey:

5.9 Display of the AMA Logo (250SX)

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

b. The following logos are the approved AMA images to be displayed on the front and side number plates, and rider apparel for the 250SX class. The logo is also a part of the front number plate design, which will also include the series title sponsor.

Front number plate:

Side number plate and jersey:

1.19 Fundamental 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 and function in a safe manner.

3.1 Competition Licenses

c. Rider license and crew credential applications will only be accepted through the AMA online process. Please go to amasupercross.com for instructions and the link.

3.2 Supercross License Regulations

k. Foreign riders competing with only a FIM World Championship license will not be eligible for points towards an AMA National number.

l. All AMA Supercross licenses are considered provisional. The license process will not be considered complete until the rider competes in his/her first three events without issue.
The below license requirements were listed in the 2013 rulebook and are listed again this year as a reminder of the change coming in 2015

3.4 450SX Class License Eligibility

****Requirements for a 2015 AMA 450SX 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. In addition to the age requirements and ImPACT test, riders must meet one of the following criteria to be eligible for an AMA 450SX class license.

1. Qualified into the evening program in the 450SX class at least one time during the 2011 thru 2013 AMA Supercross season.

2. Qualified into the evening program in the 250SX class at least one time during the 2012 thru 2014 AMA Supercross season.

3. Riders who earned a 2013 AMA Supercross license may apply for their 2014 license based on the criteria for which it was earned in 2013.

4. Hold a current FIM Motocross World Championship license.

d. The AMA may issue a license to any rider who does not meet the above criteria if it determines, in its sole discretion, the rider has adequate competition experience.

****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 “Road to Supercross” points earned in one season).

d. The AMA may issue a license to any rider who does not meet the above criteria if it determines, in its sole discretion, the rider has adequate competition experience.

3.5 Supercross Entries

b. Entries will only be accepted through the AMA online process. Please go to amasupercross.com for instructions and the link.

i. Verification of the acceptance of an entry may be checked at amasupercross.com

4.1 The Racing Program

a. Supercross events are composed of a 20-lap final race for 22 riders in the 450SX class and a 15-lap final race for 22 riders for the 250SX class. The field is qualified through a series of qualifying practices and qualifying races staged throughout the event.

4.14 On-Track Regulations

h. A rider leaving the course may continue the race by properly re-entering the track at the closest safe point to where the rider left the course without gaining an advantage.

1. While off course the rider may not accelerate in an unsafe manner.

2. If a rider accelerates in an unsafe manner while off course or cuts part of the race course, the rider may be determined to have gained an advantage without gaining a position.

3. 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.

4. The penalty for gaining an advantage while off course during a race will be the loss of number of positions gained plus one additional position in the final results for that race. If no positions were gained, the penalty will be the loss of one position in the final results for that race.

5. The penalty for gaining an advantage while off course during qualifying will be the loss of the riders fastest lap time during that session.

m. Rider Injuries:

1. All riders may be subject to a special medical examination given by the Chief Medical Officer at any time during the event.

2. All injured riders during an event must be cleared by the Chief Medical Officer as medically fit to compete.

3. Any rider that refuses the special medical examination will be disqualified from the event and placed on the medically unfit list.
4.15 Flags and Lights

d. Red Flag:
1. May be displayed anywhere on course.
2. Indicates the practice, qualifying or race has been stopped.
3. Reduce speed and proceed safely as directed by a race official.

e. White Flag with Red Cross or Red Flashing Light:
1. This flag or a red flashing light may be displayed at the beginning of a triple jump or a series of jumps.
2. The riders must roll each jump individually with no passing and exercise extreme caution until they are past the area of concern.
3. This includes the sighting or cool down laps.
4. Takes precedence over all other flags that may be displayed.
5. The penalty for non-compliance of this flag during a race will be the loss of number of positions gained plus two additional positions in the final results for that race. If no positions were gained, the penalty will be the loss of two positions in the final results for that race.
6. The penalty for non-compliance of this flag during qualifying practices will be the loss of the riders fastest lap time during that session.

4.16 Supercross Races

Note: See section 5.11 for 250SX class races.

a. The Monster Energy AMA Supercross, an FIM World Championship events are organized according to an established procedure/model:
   - Free Practices
   - Timed Qualifying Practices
   - Two Heat Races
   - Two Semi Races
   - One Last Chance Qualifier
   - One Final (Main Event)

b. In the Heat Races, 1st through 4th will advance to the Main event; 5th through 20th will advance to a Semi.

c. In the Semi, 1st through 5th will advance to the Main Event. 6th through 16th will advance to the Last Chance Qualifier.

d. In the Last Chance Qualifier, 1st through 4th will advance to the main. The 450SX 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, Semis, Last Chance Qualifier and the Final (Main Event) may also be referred to as "the evening program".

g. A Heat Race, Semi, Last Chance Qualifier or the Final (Main Event) may also be referred to as "Race(s)".

4.19 Starting Procedures

c. When using a starting gate with 22 gates, the two outside gates at either end will not be used for the heats. or main events. These outside gates will only be used when more than 20 riders are competing in the race.

m. Scratching or defacing of the starting gate signage is not permitted.

n. Riders or their team members are forbidden to groom in front of the starting gate or to water the starting lines. Stopping immediately in front of the starting gate to do a burn out prior to the sighting 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.

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. Penalties incurred prior to the red flag will be assessed at the completion of the race, not during the re-start.

4.21 Restarts

a. The race is stopped with more than three laps 3 laps completed by the leader 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, Semi, 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 directly in front of their original starting gate 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 lap in which the red flag was thrown will not be considered a complete lap.

4. The starting order will be determined by each rider’s race position at the end of the lap preceding the last lap completed by the leader. I.E. if the leader has completed the third lap and is working the fourth lap, the starting order would be set with the order from the completion of the second lap.

5. Race position is defined as the riders scoring position, not position on the track.

6. Riders will be restarted from a staggered standing start in the starting area.

   h. Penalties incurred prior to the red flag will be assessed at the completion of the race, not during the re-start.

4.22 Race Finishes

b. The officially designated finish line is located at the site of the scoring/timing transponder receiver loop. The line will be clearly defined with trackside markings and will be located as close to the finish-line flagger as possible.

d. Under normal circumstances all lap and finish positions will be determined by electronic timing devices (transponders).

   1. In the event the electronic timing system fails to record a time or lap position for any rider, a video camera may be used at the finish line to aid the scorekeepers in determining laps completed or 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 laps or finish will be based solely on the scorekeepers’ decision.

   2. In the case of a visual tie or where a clear determination cannot be made, the riders concerned will be ranked in the order of the best lap time made during the race.

f. The current lap will not count if a red flag is displayed at the finish line.

l. 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 will result in a $500 fine. Further infractions of this rule will result in an increased fine at the Race Directors discretion. 

5.11 250SX Races

a. The Evening Program in 250SX 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 through 4th will advance to the main.

A4 Protests

a. Unless specifically excluded herein, any rider affected by dangerous, unfair or fraudulent behavior, riding or act, has the right to protest against such a behavior, riding or act. Riders may lodge protests on any matter regarding an event in which they were a participant. Such matters may also include the conformity of a machine with these rules or the eligibility of a rider.

b. No protest can be lodged against a statement of fact pronounced by the Clerk of Course, the Race Director, or any other executive official during any race, practice or qualifying. Statements of fact depend exclusively from a factual observation without any possible adjustment of the sanction which is statutorily and precisely stated in the relevant Regulations and Appendices.

A5 Appeals

a. Any rider, 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. No Appeal can be lodged against a statement of fact pronounced by the Clerk of Course, the Race Director, or any other executive official during any race, practice or qualifying. Statements of fact depend exclusively from a factual observation without any possible adjustment of the sanction which is statutorily and precisely stated in the Monster Energy AMA Supercross an FIM World Championship rulebook.

B3 Chief Medical Officer

a. The Chief Medical Officer shall be responsible for all medical aspects of the event, including:

   1. Inspect all medical services not less than 30 minutes before the start of practice and racing.

   2. Ensure that all medical services and staff are in their correct places and ready to function.

   3. Ensure that all medical staff are briefed prior to the first practice session and debriefed after the event.

   4. Shall determine that all injured riders during the event are medically fit to continue in competition.

   5. Give information and recommendations to the race direction on injured riders and all aspects of the event which may have potential medical consequences.