



MONSTER ENERGY AMA SUPERCROSS

FIM World Championship



2015 #WHOSNEXT



MONSTER ENERGY AMASUPERCROSS

FIM World Championship



WIDE OPEN RACE FOR THE 2015

CHAMPIONSHIP

With the announcement that reigning four-time Monster Energy AMA Supercross, an FIM World Championship, title holder Ryan Villopoto would make the move to compete overseas, the pending battle for the 2015 crown instantly became a wide-open battle amongst one of the most talented groups of riders in series history. #WhosNext.

In Villopoto's absence, a trio of former Monster Energy Supercross champions will step into the spotlight as the favorites for the 2015 title. However, they are flanked by a long list of former winners and budding talent that is sure to make each stop on the 17-race schedule as unpredictable as ever.

Adding to the suspense that now surrounds the 2015 season is the evolution of change that essentially the entire lineup of 450SX Class contenders will have to deal with, in addition to one another. First and foremost is the rider selected to replace Villopoto at Monster Energy Kawasaki, Davi Millsaps. For back-to-back seasons in 2012 and 2013, Millsaps finished in the runner-up spot behind Villopoto in the final standings. He was considered a title hopeful a year ago but suffered a season-ending injury before the first gate dropped in Anaheim. Having not raced in over a

year, the Millsaps signing was expected but also came with some uncertainty. In his first race for the squad at the Monster Energy Cup in October, Millsaps proved there was no rust, going on to win the event with an incredibly consistent effort, giving him bragging rights heading into the 2015 Monster Energy Supercross season. Wil Hahn will join the veteran at Kawasaki after spending his rookie 450SX Class season with Honda.

As the 2014 Monster Energy Supercross runner-up, Ryan Dungey has the least amount of change to deal with, which he can use in his favor. His program at Red Bull KTM remains intact, but he will welcome a brand-new teammate to the fold in rookie Dean Wilson, who made splashes as a part-time 450SX Class rider last season and is now a full-time competitor expected to succeed under the tutelage of both Dungey and team manager Roger DeCoster. While Wilson will surely push Dungey, the former champion has never finished worse than third in final standings since winning the title as a rookie in 2010 and has the consistency to be a favorite to earn a second championship.

Dungey's former teammate at KTM, Ken Roczen, is arguably the biggest name heading to a new team for the 2015 season, joining the factory-backed Team

RCH/Soaring Eagle/Jimmy John's Suzuki effort of Ricky Carmichael and Carey Hart. Roczen raced to a pair of wins during his first full season of 450SX Class competitions a year ago and finished right behind Dungey in the final standings. With past success on a Suzuki dating back to his early years as a pro, Roczen is confident he'll be able to put RCH Racing into the upper echelon of competition and build upon the solid foundation he built a year ago, despite entirely new surroundings.

Another Suzuki rider looking for big things in 2015 is 450SX Class rookie Blake Baggett. Baggett enjoyed some success in the 250SX Class, but injuries kept him from winning the championship.

Two-time champion Chad Reed will welcome a teammate to his own Discount Tire Racing/TwoTwo Motorsports effort for the first time since embarking on this journey during the 2011 season. Veteran Josh Grant knows how to win in Monster Energy Supercross, and he will provide a nice complement to Reed's efforts as the Australian rider prepares for his final seasons of competition. This underdog effort seemingly always manages to notch big achievements despite not having all the resources of its factory-



Roczen portrait by Simon Cudby, Millsaps portrait by Hopperworld.com

backed competitors, with Reed scoring a pair of wins over the course of three weeks before suffering a season-ending injury a year ago. With the title sitting vacant, Reed is more motivated than ever to prove he's still one of the fastest riders on the planet, and he'll be able to rely on the support of a teammate this time around.

Grant's departure from the Joe Gibbs Racing effort of Toyota/Yamaha/N-FAB/JGRMX allowed that squad to make another one of the biggest moves of the offseason by signing Justin Barcia. The third-year rider suffered from a bit of a sophomore slump last season after a breakout rookie campaign, and in moving away from Honda for the first time in his professional career, Barcia believes the change of scenery will work in his favor. Many consider Barcia to be one of the contenders for the title and his addition to JGRMX signifies the team's best shot at a championship since the team signed James Stewart in 2012. Complementing Barcia will be Weston Peick, who gets the first factory opportunity of his career in 2015.

A new home for Barcia places Trey Canard firmly in the number-one spot at Team Honda. The veteran

spent the majority of the 2014 season sidelined with an injury but he was a factor immediately upon returning for the final five races. Since then, Canard's confidence has continued to grow and he was mere laps away from claiming a million dollars at October's Monster Energy Cup before going down. Despite missing out on the win, Canard showed he'll be one of the toughest riders on the gate in 2015 and would like nothing more than to give his team its first title since 2003, the longest drought Honda has experienced in supercross history. Joining Canard under the Honda tent is another full-time 450SX Class rookie that has achieved success in the premier class before. Cole Seely has been a staple at the front of the pack in the 250SX Class, but last year he enjoyed the first 450SX Class podium finish of his career while substituting for Canard. While a full season is sure to challenge Seely, he possesses the speed to be a threat on any given weekend.

Another Honda rider with something to prove in 2015 is GEICO Honda's Eli Tomac. The sophomore 450SX Class rider endured injuries throughout his rookie campaign but did manage to show his potential with a pair of runner-up finishes. Tomac is one of the

fastest young riders in the sport but is also evidence of how difficult the transition to the premier class can be in supercross. Nevertheless, Tomac is used to winning and expects to be up front with his more experienced counterparts, which should make his role in the title fight an intriguing one.

Rounding out the talented lineup of contenders is reigning Western Regional 250SX Class Champion Jason Anderson. The 450SX Class rookie will be the lead rider for Husqvarna's anticipated return to the sport with Rockstar Energy Husqvarna Factory Racing. After a breakout campaign a year ago en route to his first career title, Anderson will look to surprise people with his technical ability and raw speed, much like Roczen did last season. While the new team and new 450SX Class rider will likely need to find their way at times, Anderson isn't someone to count out.

As a whole, the lineup set to battle for the open Monster Energy Supercross championship is filled with veteran talent, youthful exuberance and a list of riders who know how to win. With no one standing in their way, each competitor will lay it all on the line to stake his claim for the title, which could make for one of the most parity-driven seasons of all time.



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450SX CLASS



The rookie 450SX Class season for Colorado native Tomac wasn't anywhere near what the 22-year-old had hoped for. As a Regional Champion in the 250SX Class, Tomac's talent on a supercross track was proven, but he was forced to endure a string of injuries in 2014 that kept him sidelined for nearly half of the 17-race schedule. When he was in action, Tomac showed the speed that would make him a contender in the years to come, posting a pair of runner-up efforts. With a year of experience under his belt, Tomac will look to become a consistent podium threat in 2015.



At just 24-years old, Dungey has won every title there is in his sport. Since becoming just the second 450SX Class rookie to ever win a title back in 2010, he's been a fixture in the title hunt each and every year he's competed in the premier division. In his five seasons on a big bike, Dungey has finished no worse than third in the championship and will be in search of an elusive second title in 2015 following his runner-up performance last season. As arguably the most consistent rider of his generation, including one win and 10 podium finishes a year ago, the Minnesota native will once again enter the season as a favorite to emerge triumphant at season's end.



Of all the contenders that will line up on the gate for the 2015 season, none of them will have bigger shoes to fill than Millsaps. The Georgia native made the move to Kawasaki during the offseason, replacing reigning four-time champion Ryan Villopoto following his departure to compete in Europe full time. Despite missing out on the entire 2014 season due to injury, Millsaps showed he hasn't lost a step by emerging victorious in his first outing with the team at October's Monster Energy Cup. That momentum will surely work to the veteran's advantage when the 2015 season begins as he looks to build on back-to-back runner-up finishes in the championship in 2012 and 2013, and ready for another breakout season.



#WHOSNEXT

The sport's biggest prize comes in the way of the 450SX Class Championship, and this year's competitors are hungry to attach their name to title. In their way are 17 bar-banging Main Events #WhosNext.



As the oldest full-time competitor in the field at the age of 32, no one has more experience or success than Reed. The Australia native is the sport's most successful international competitor of all time, and he continues to defy Father Time by winning and battling atop the standings despite giving up as much as 12 years to his youngest competitor. While injuries have plagued Reed in recent years, like a season-ending shoulder injury following a pair of victories last year, he has proven that his determination to remain one of the sport's elite is unrivaled and nothing will keep him from chasing a third title. Many will look to Reed to pull off even more surprises in 2015 and possibly be in the championship picture come season's end.



One of the most likeable riders in the pits, the Oklahoma native has had to deal with his fair share of adversity since joining the 450SX Class in 2011, a year in which he won three races and was a fixture in the championship. Since then, Canard has completed just one full season (in 2013), enduring a rash of injuries and going winless since his rookie campaign. The 24-year-old came on strong at the end of the 2014 season and fell just a few laps shy of winning a million dollars at the Monster Energy Cup in October. That bodes well for a promising 2015 season in which Canard hopes to return to the forefront of the division and make a highly anticipated return to the top of the podium.



In what many consider the biggest move of the offseason, Barcia signed with the Joe Gibbs Racing Motocross effort, giving both himself and the team arguably its best chance at becoming title contenders. The 22-year-old spent the entirety of his young career at Honda before the move, and after a strong rookie 450SX Class campaign in 2013 in which he earned a pair of wins, he battled with consistency last season. That unexpected "sophomore slump" ultimately resulted in a change of scenery for Barcia and a shot in the arm for a JGRMX squad that has endured the ups and downs of the sport since its inception in 2008. Barcia's arrival not only gives the team a bona fide rising star, but also a legitimate shot at winning its elusive first championship.



In winning his first career start as a full-time 450SX Class competitor last season, the German youngster established himself as a rising star. At just 20 years of age, Roczen is the youngest rider in the premier division, but he is no stranger to battling for championships and even winning them. He possesses an impressive natural talent typically seen in riders with many more years of experience and has shown no intimidation to being in the spotlight on the world's biggest stage. Roczen cemented his status as one of the global elite by winning the motocross national championship last summer and is a favorite to do the same in supercross for 2015. His move to the team helmed by Ricky Carmichael and Carey Hart is sure to add to the intrigue as the RCH Racing effort has yet to win a race since its inception in 2013, but the addition of Roczen gives the squad its first true chance at victory.



With four career 250SX Class wins and a reputation as one of the most consistent riders in the sport, Baggett's move to the premier class at Suzuki is sure to bode well for the California native. With a slew of experienced 450SX Class competitors and the rest of his fellow group of rookies grabbing most of the attention, Baggett will likely fly under the radar and, in turn, deal with less pressure. This should work in his favor as he acclimates to the bigger bike and with the tutelage of a legendary and experienced teammate. Baggett could turn some heads in 2015.



Following a strong 250SX Class career in which he won five races and was a consistent fixture in the title hunt, the newest member of the Factory Honda squad has also already proven his talents in the 450SX Class. Seely has posted solid results as a substitute rider on multiple occasions over the last three seasons, including his first career podium in 2014. Thanks to his familiarity with the team and the bike, combined with his prowess for the technical skillset of supercross, the 24-year-old is more than capable of adding to his previous efforts with a full time commitment to the premier division.



Although a 250SX Class title eluded him, Wilson established himself as one of the best young riders in the sport thanks to his consistent presence on the podium and eight career wins. As a result, he earned the opportunity to race alongside Ryan Dungey at KTM under the guidance of legendary team manager Roger DeCoster. Wilson showed he has the speed to run with the sport's biggest names last season during four starts as a 450SX Class fill-in, and the Scotland native would like nothing more than to add his name to the mix of potential winners in 2015.



The 2014 season was a breakout one for Anderson, who took the 250SX Class by storm, winning four races en route to his first career title. The success vaulted the New Mexico native to rising-star status and showed his affinity for the supercross discipline. With the success of last season and a brand new factory-backed Husqvarna effort behind him, Anderson is arguably the rookie most poised to make his presence felt in the 450SX Class.



SUPERCROSS AND MOTOCROSS PROFESSIONAL NUMBERS

The American Motorcyclist Association is pleased to announce the professional competition numbers for pro-licensed riders competing in Monster Energy AMA Supercross, an FIM World Championship, and the Lucas Oil AMA Pro Motocross Championship for the 2015 season.

All riders use the assigned professional number for competition as listed. In addition, the current champion runs the No. 1 plate when competing in the class or region in which the No. 1 plate was earned. When competing in a class other than the class where the championship was earned, the rider must use the assigned professional number.

2015 TOP 100 AND CAREER PRO NUMBERS FOR AMA SUPERCROSS AND MOTOCROSS

1 - 450SX: Ryan Villopoto
 1 - 250SX West: Jason Anderson
 1 - 250SX East: Justin Bogle
 2*: Ryan Villopoto
 3*: Eli Tomac
 4*: Blake Baggett
 5*: Ryan Dungey
 6**: Jeremy Martin
 7*: James Stewart
 9*: Ivan Tedesco
 10*: Justin Brayton
 11*: Kyle Chisholm
 12*: Jake Weimer
 14** Cole Seely
 15*: Dean Wilson
 16*: Zach Osborne
 17**: Cooper Webb
 18*: Davi Millsaps
 19**: Justin Bogle
 20*: Broc Tickle
 21: Jason Anderson
 22*: Chad Reed
 23: Weston Peick
 24*: Brett Metcalfe
 25*: Marvin Musquin
 26*: Michael Byrne
 27*: Nicholas Wey
 28: Jessy Nelson
 29*: Andrew Short
 30: Christophe Pourcel
 31: Alex Martin
 32: Justin Hill
 33*: Joshua Grant
 34: Malcolm Stewart

35: Kyle Cunningham
 36: Matthew Goerke
 37: Joey Savatgy
 38: Matthew Bisceglia
 39: Fredrik Noren
 40: Shane McElrath
 41*: Trey Canard
 42: Ben Lamay
 43: Matthew Lemoine
 44: Zachary Bell
 45: Vince Frieze
 46: Phillip Nicoletti
 47: Martin Davalos
 48: William Hahn
 49: James Decotis
 50: Adam Cianciarulo
 51*: Justin Barcia
 52: Mitchell Oldenburg
 53: Jimmy Albertson
 54: Ryan Sipes
 55: Kyle Peters
 56: Cole Thompson
 57: Jackson Richardson
 58: Killian Rusk
 59: Dakota Tedder
 60: Jake Canada
 61: Michael Leib
 62: Anthony Rodriguez
 63: Chris Blose
 64: AJ Catanzaro
 65: Scott Champion
 66: Christopher Alldredge
 67: Dean Ferris
 68: Christian Craig

69: Ronnie Stewart
 70: Nicholas Schmidt
 71: Cole Martinez
 72: Blake Wharton
 73: Gannon Audette
 74: Zachary Williams
 75* Josh Hill
 76: Evgeny Mikhaylov
 77: Justin Starling
 78: Preston Mull
 79: Jace Owen
 80: RJ Hampshire
 81: Tommy Weeck
 82: Jacob Baumert
 83: Levi Kilbarger
 84: Jesse Wentland
 85: Landon Powell
 86: Zackery Freeberg
 87: Cody Gilmore
 88: Dakota Alix
 89: Brady Kiesel
 90: Topher Ingalls
 91: Chris Howell
 92: Cade Clason
 93: Dillian Epstein
 94* Ken Roczen
 95: Nick Gaines
 96: Sean Collier
 97: Darryn Durham
 98: Gavin Faith
 99: Paul Coates
 800*: Mike Alessi

*Career Numbers

**New Career Numbers for 2015



Monster Energy Supercross riders begin their career in the 250SX Class that is split into East & West Regions with the goal of moving up to the 450SX Class. Stacked with veterans, the 250SX Class titles are anyone's game.



Photo by: Simon Gubby

The 2014 season was a breakout one for Bogle, who in his third year as a pro captured both his first career win and championship in the Eastern Regional 250SX Class. Bogle found his way to victory and his first professional title. Entering his fourth year, Bogle is now a seasoned veteran in the 250SX Class and is a favorite to win another title.



Photo by: Hopperworld.com



Photo by: Simon Gubby

While he has yet to win a title on U.S. soil, the veteran Frenchman has global championship credentials and is always a favorite to win whenever he lines up on the gate. After a runner-up effort in the Eastern Regional 250SX Class in 2013, his hopes for an American championship last season were dashed following an off-season ACL injury. This year, Musquin's motivation to capture a title is higher than ever.



Photo by: Simon Gubby

The laid-back 19-year-old became one of the surprise breakout stars of the 2014 season when he captured a pair of victories during his second season in the 250SX Class. Last season's success allowed Hill the opportunity to sit alongside Musquin at KTM, where his championship aspirations are now a reality heading into the 2015 season.



Photo by: Hopperworld.com

The most dominant AMSOIL Arenacross competitor of this era will make his anticipated return to full-time supercross competition in 2015. For the last five years Bowers has dominated the arenacross circuit, earning 72 wins and four consecutive championships. In 2013 he made history by becoming the first rider to win both a supercross and arenacross Main Event in the same season.



Photo by: Simon Cudby

RICKY CARMICHAEL'S ROAD TO SUPERCROSS

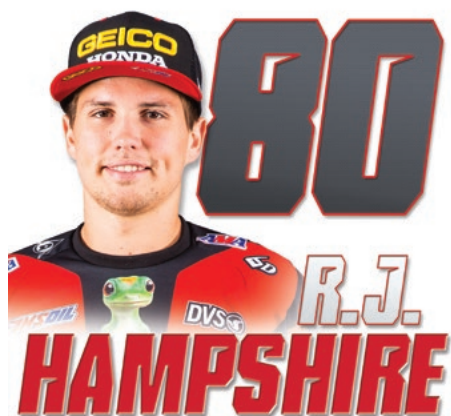


Photo by: Simon Cudby

The Florida native enjoyed success during his time in the Road to Supercross, winning a pair of Arenacross Lites Class Main Events in addition to an Arenacross Lites Class Main Event. As one of the up-and-coming members of the GEICO Honda squad, Hampshire has the talent to contend for podiums in the 250SX Class in 2015 and could even make return visits to arenacross as he progresses throughout his rookie season.

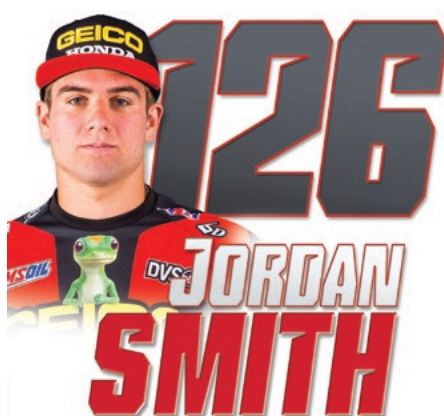


Photo by: Simon Cudby

The North Carolina native will become the first rider in history to complete the Road to Supercross and make his 250SX Class debut in the same season. He will begin 2015 competing in the Road to Supercross before ultimately making his supercross debut in the Eastern Regional 250SX Class Championship, where he'll have the ability to turn some heads thanks to his raw speed.



Photo by: Simon Cudby

Perhaps no Road to Supercross competitor made the most of his experience as much as Plessinger did last season. He capped off a stellar year by winning the Amateur All-Star Class at the Monster Energy Cup in October. Given all his success, Plessinger appears more than ready to make his presence felt in the 250SX Class.



WHAT IS MONSTER ENERGY SUPERCROSS?

Monster Energy AMA Supercross, an FIM World Championship, is an off-road motorcycle racing competition, produced inside the world's premier stadiums, where dirt is brought in and sculpted using construction equipment. Some of the world's greatest athletes compete in what has been described as the most physically demanding sport in existence.

WHAT'S THE DIFFERENCE BETWEEN MONSTER ENERGY SUPERCROSS, AMSOIL ARENACROSS AND MOTOCROSS?

Motocross is an off-road motorcycle race run on natural terrain, with few man-made obstacles. Unlike motocross, Monster Energy Supercross can be viewed from every seat in the house. AMSOIL Arenacross, like supercross, takes place on a man-made surface, but the arenas and tracks are on a much smaller scale. The competitors in arenacross events and Monster Energy Supercross are considered world class racers from an international pool of talent.

HOW LONG IS A MONSTER ENERGY SUPERCROSS SEASON?

In 2015, Monster Energy Supercross will host 17 races, beginning in Anaheim, California, January 3 and ending in Las Vegas on May 2, where the champions will be crowned.

WHAT DO ALL THOSE ABBREVIATIONS STAND FOR?

This type of motorcycle racing carries a number of abbreviations. "SX" is widely used to represent the sport of supercross, "MX" for motocross, "AX" for arenacross, "FMX" for freestyle motocross, etc. The two racing classes are known as the 450SX Class (for 250cc two-stroke and 450cc four-stroke machinery) and the 250SX Class (for 125cc two-stroke and 250cc four-stroke equipment).

WHICH MOTORCYCLE MANUFACTURERS PARTICIPATE?

Like NASCAR's "big four," supercross has its "big six" major manufacturers on the track. Honda, Husqvarna, Kawasaki, KTM, Suzuki and Yamaha all field teams for each race.

HOW DIFFERENT ARE THE BIKES THEY RACE FROM THE ONES I CAN BUY?

Supercross motorcycles may look the same as the ones on the showroom floor, but the similarities end there. Completely "tricked-out" supercross bikes cost as much as \$80,000 and are built from the ground up with custom components. The average fan can buy the same model motorcycle with factory standard parts for less than \$10,000 at a local dealership.

HOW OLD ARE MONSTER ENERGY SUPERCROSS RIDERS?

Many of the top riders are between the ages of 18-21, with professional eligibility at age 16. The average supercross rider is 25 years old, with a career span that can last until their early 30s.

WHO ARE THE STARS OF MONSTER ENERGY SUPERCROSS?

Former 450SX Class champions Ryan Dungey, Justin Barcia, Trey Canard, Davi Millsaps, Ken Roczen and Chad Reed are some of the sport's most recognizable names. Some of the emerging stars of the sport are Dean Wilson, Eli Tomac and Jason Anderson.

WHAT'S THE DIFFERENCE BETWEEN THE MOTORCYCLES USED IN THE DIFFERENT CLASSES OF COMPETITION?

The 250cc four-stroke and 450cc four-stroke are heavier and faster than the 125cc two-stroke and 250cc two-stroke. Faster in the straight-aways and quicker out of the turns, the 250cc and 450cc four-stroke bikes are the formidable bikes in each respective class.

HOW CAN I GET STARTED IN MONSTER ENERGY SUPERCROSS RACING?

Most young riders get started at the local level, training on nearby tracks to hone their racing skills. The majority of the racers competing on the Monster Energy Supercross tour enjoyed success on the highly competitive amateur championship circuit, which includes AMSOIL Amateur National Arenacross Championship and the Loretta Lynn's Amateur National Motocross Championship.

WHAT KIND OF SAFETY EQUIPMENT DO THE RIDERS USE?

All Monster Energy Supercross riders are required to wear safety equipment, including helmets, racing pants, boots, gloves and goggles. Many also use chest protectors, shoulder pads and kidney belts for added protection. Safety equipment is at the forefront of racing development, including neck braces to prevent spinal cord injuries.

HOW MANY RIDERS COMPETE IN A SINGLE RACE?

Monster Energy Supercross races can have more than 150 riders vying for a spot in the finals. Qualifying heats whittle the field down to 40 riders for the final two races. The 450SX Class Main Event features 22 riders, as does the 250SX Class finale.

HOW LONG ARE THE RACES?

Main Event races for the 450SX Class run 20 laps and the 250SX Class goes 15, but a supercross event begins well before rider introductions in the early evening. Practice laps and qualifying heats begin in the afternoon, with other exciting activities, such as autograph sessions and open paddock areas at most venues, going on throughout the day.

HOW DOES THE POINTS SYSTEM WORK?

Points are only awarded in the Main Events. The top finisher receives 25 points, with 22 for second, 20 for third, 18 for fourth and 16 for fifth. Sixth place receives 15 points, with each place below receiving one point less.

CAN I SEE MONSTER ENERGY SUPERCROSS ON TELEVISION?

For the first time ever, the East Rutherford, New Jersey, race at MetLife Stadium will air live on FOX network at 3:00 P.M. ET, and the entire Monster Energy Supercross season will air live on FOX Sports. FOX Sports 1 will air 12 races live and FOX Sports 2 will air three races live, in addition to every race re-airing on FOX Sports 2. The live Monster Energy Supercross programming on FOX Sports 1 and FOX Sports 2 also includes live coverage on the authenticated FOX Sports GO app.

HOW MANY FANS ATTEND THE RACES?

In 2014 an all-time attendance figure was set, with 876,370 fans attending Monster Energy Supercross races, often out-drawing the home NFL/MLB teams on their own turf.

HOW FAST DO THE RIDERS GO? HOW HIGH DO THEY JUMP?

Speeds vary depending on the track, but you can expect to see competitors going in excess of 60 mph at a typical supercross race. Riders soar as far as 70 feet in distance, while flying as high as a three-story building off jumps called "triples."

IS IT EXPENSIVE TO ATTEND A MONSTER ENERGY SUPERCROSS RACE?

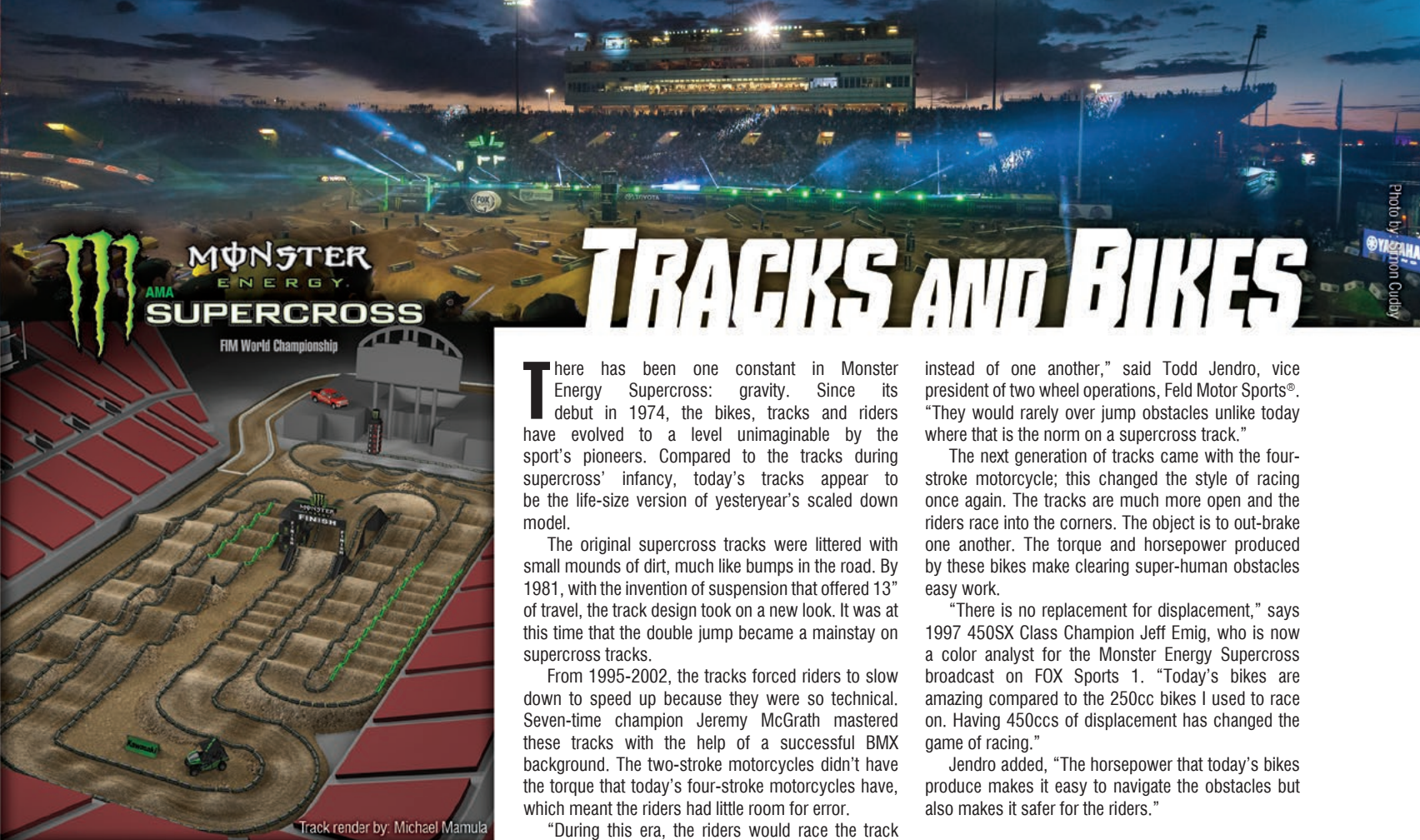
Supercross is an extremely affordable, fan-friendly and family-oriented event. Fans can purchase a ticket to a Monster Energy Supercross race for as low as \$10 in most markets. Compare that to the average ticket prices for the NFL, NBA, NHL and NASCAR, which have tickets that are more than \$100.

HOW MUCH DIRT IS NEEDED TO BUILD A SUPERCROSS TRACK, AND WHERE DOES IT COME FROM?

The Feld Motor Sports® track crew brings in roughly 500 truckloads of dirt for each contest, which equals roughly 1.5 million pounds. It takes a crew of seven with construction equipment about three days to build the course. The soil is stored year-round and used for various motorsports events, including Monster Jam®.

HOW DO I FIND MORE INFORMATION?

The official website of Monster Energy Supercross, SupercrossLIVE.com. To follow Monster Energy Supercross on Facebook, Twitter and Instagram, log on to facebook.com/supercrossLive, Twitter.com/supercrosslive, and instagram.com/supercrosslive.



There has been one constant in Monster Energy Supercross: gravity. Since its debut in 1974, the bikes, tracks and riders have evolved to a level unimaginable by the sport's pioneers. Compared to the tracks during supercross' infancy, today's tracks appear to be the life-size version of yesteryear's scaled down model.

The original supercross tracks were littered with small mounds of dirt, much like bumps in the road. By 1981, with the invention of suspension that offered 13" of travel, the track design took on a new look. It was at this time that the double jump became a mainstay on supercross tracks.

From 1995-2002, the tracks forced riders to slow down to speed up because they were so technical. Seven-time champion Jeremy McGrath mastered these tracks with the help of a successful BMX background. The two-stroke motorcycles didn't have the torque that today's four-stroke motorcycles have, which meant the riders had little room for error.

"During this era, the riders would race the track

instead of one another," said Todd Jendro, vice president of two wheel operations, Feld Motor Sports®. "They would rarely over jump obstacles unlike today where that is the norm on a supercross track."

The next generation of tracks came with the four-stroke motorcycle; this changed the style of racing once again. The tracks are much more open and the riders race into the corners. The object is to out-brake one another. The torque and horsepower produced by these bikes make clearing super-human obstacles easy work.

"There is no replacement for displacement," says 1997 450SX Class Champion Jeff Emig, who is now a color analyst for the Monster Energy Supercross broadcast on FOX Sports 1. "Today's bikes are amazing compared to the 250cc bikes I used to race on. Having 450ccs of displacement has changed the game of racing."

Jendro added, "The horsepower that today's bikes produce makes it easy to navigate the obstacles but also makes it safer for the riders."



2014 KX250



2014 KX450

249cc 4-Stroke	Engine:	449cc 4-stroke
77.0 x 53.6mm	Bore x Stroke:	96.0 x 62.1mm
13.8: 1	Compression ratio:	12.8: 1
30 degrees/5.1 in.	Rake/Trail:	26.9 degrees/4.4 in.
80/100-21	Front Tire Size:	80/100-21
100/90-19	Rear Tire Size:	120/80-19
85.4 in.	Overall Length:	86.4 in.
32.3 in.	Overall Width:	32.3 in.
50.0 in.	Overall Height:	50.2 in.
58 in.	Wheelbase:	58.8 in.
13.0 in.	Ground Clearance:	13.4 in.
37.2 in.	Seat Height:	37.8 in.
233 lbs	Curb Weight:	247.1 lbs.



Photo by: Simon Cudby

In the world of sports, there may not be a group of athletes more underrated than the men who compete in Monster Energy AMA Supercross, an FIM World Championship. A direct casualty of the nature of this unique and captivating sport, it's easy to overlook the fitness and toughness required to be successful in supercross. Like most forms of motorsports in which the vehicle serves as the focal point of performance, supercross riders do have the luxury of riding highly engineered motorcycles that are capable of seemingly impossible feats. However, research shows the athletic attributes needed to manhandle 200-pounds of raw power over obstacles of varying lengths and sizes, all while trying to beat 21 other riders by going as fast as possible, is often taken for granted due to the sheer fluidity in which it's accomplished. There's no mistaking the brutality of supercross and the limits these riders push on a regular basis.

As the sport of Monster Energy Supercross continues to grow, its global exposure increases with each passing year. With that growth also comes enhanced competition as technology continues to improve. On the other end of that equation is what the competitors are forced to endure as they seek to be the best in the world. Two leaders in bringing attention to the athletes who commit their lives to this sport are the Asterisk Mobile Medical Unit (AMMC) and the Motocross Sports Medicine and Science program (MXSMS). The Asterisk crew is composed of 16 individuals, with a dedicated three-man crew of an M.D., nurse and athletic trainer traveling to every major motocross race in North America via an 18-wheel semi loaded with all the necessary equipment to operate an

on-site medical center. This includes all 17 races on the Monster Energy Supercross schedule.

With 11 trained medical professionals on the team, the AMMC is the primary on-site resource for medical care at the races, working alongside local first responders, and also serves as a leading resource in the collection of data relating to the physical fitness and safety of the competitors. Two of the lead doctors of the AMMC, Dr. John Bodnar, M.D., and Dr. Paul Reiman, M.D., are also board members of the MXSMS, which provides dedicated research in the medical, scientific and educational aspects of the human element of motocross, and motorsports in general. Other well-known medical professionals on the MXSMS board are Dr. Amy McIntosh, M.D., of the Mayo Clinic Sports Medicine Center and Orthopedics, and Dr. Terry Trammell, M.D., the longtime medical director of the IndyCar series.

Each respective group is committed to providing the absolute best in medical care and safety for all athletes competing in Monster Energy Supercross, and motocross as a whole. This includes acquiring data that can bring attention to the kinds of demands and dangers these competitors face, serving as a source of education for medical professionals around the world, as well as the media.

"The tremendous growth of supercross has allowed us the opportunity to bring much needed attention to the physical demands and dangers of the sport," said Eddie Casillas, Head Athletic Trainer for the AMMC and owner of iCHOR Sports Medicine and training in Temecula, California. "Both the AMMC and MXSMS play a major role in helping medical

professionals understand that this is a profession for these competitors, working to get rid of the stigma that is sometimes associated with dirt bikes and helping to get these athletes the proper medical attention they need and deserve. Just like you'd see in any other mainstream sport."

Some of the most important data to come out of the countless hours of research put into the sport is the understanding of the physical exertion each competitor ultimately achieves during competition. Many other sports require exceptional cardiovascular fitness, but none have such a unique and critical necessity for it quite like Monster Energy Supercross. A typical Heat Race is about six minutes in length, while a Main Event will average approximately 20 minutes. This is categorically similar to a sprint-like event in track and field or swimming, and a mid-range endurance event in either sport.

Research monitored the heart rate of multiple competitors over the course of several events in both Heat Races and Main Events. Results determined the maximum and average heart rate for each competitor in each respective race. The average heart rate for competitors in a Heat Race was 178, with a maximum of 188. In the Main Event, the average heart rate jumped to 178 while the maximum dropped to 187, suggesting that due to the extended duration of a Main Event a rider must pace himself to maintain speed for a considerably longer distance. In relation to the percentage of the heart's maximum rate, a rider is at 92.4% during a Heat Race and 92% in the Main Event. Researchers concluded that supercross competitors exceed their anabolic threshold throughout the majority



A HYBRID ATHLETE

Photo by: HopperWorld.com

of any race they compete in, which makes for a truly unique set of needs when it comes to training.

The greater discussion relating to this fitness data proved that in terms of exertion, Monster Energy Supercross athletes were on par with professionals in other sports, arguably even more so. The sport most closely associated with similar exertion was that of cycling, a common and popular cross-training method for supercross riders, but even that data didn't reach the same high levels. As a result of the research, supercross riders have carved out their own niche in terms of cardiovascular strength.

In terms of pure fitness, what separates supercross riders from traditional sports athletes is the extended period of exertion. The bulk of mainstream sports will have athletes reach their maximum heart rates, but due to multiple instances of halted play this is limited to durations of approximately two minutes. While many Olympic-style sports such as running, swimming and cycling do offer similar anaerobic challenges to supercross, they don't feature an inherent threat of danger that is sustained throughout every second of competition. The precision and willingness to push the limits that is required to succeed in supercross is unlike any other sport on the planet, including other motorsports where competitors also put their lives at risk. Due to the constant need to travel upwards of 30 feet in the air across distances reaching 75 feet, there is a constant risk factor associated with the competition and it comes with the unfortunate reality that a mistake can often equal a crash and an injury. As a result of this inherent possibility, both the AMMC and MXSMS continually invest their time in understanding

how an injury occurs with the hope of developing additional safety measures.

This ongoing effort has come a long way since the sport's inception in the 1970's and today's athletes are provided with more options for safety than ever before, both on the track itself and with their protective gear. The most recent research initiative is taking advantage of the technology used to record g-force data in the NHRA and IndyCar. This data is being collected namely in the evaluation of head injuries, primarily concussions, which have become a prominent area of concern in all sports.

Riders have been fitted with custom ear molds that house sensors collecting the amount of g-force a competitor experiences throughout the course of a race. Sensors are also mounted on the bike. By definition, g-force is the measurement of forces placed on the body under acceleration and deceleration in various directions. Depending on the duration and frequency of these loads, the amount of recorded g-force can help determine possible injury. Research has shown that supercross riders experience as little as 1-3 g's on the track's smallest and easiest obstacles, but can achieve maximums of 12-18 g's on the largest obstacles. Comparatively, bull riders can reach an incredible 26 g's, albeit over a maximum of eight seconds, while space shuttle astronauts hit 3 g's for about two minutes upon re-entry. These alternating loads on a supercross athlete last for the entirety of the competition, dramatically increasing their risk of injury.

What really sets these athletes apart and puts them under the most risk are the g-forces they experience under load. This means immense resistance of up

to 18 times a rider's body weight on the neck, arms, lower back and legs. Constant exposure to these loads combined with the typical g-forces experienced during a race is what often results in exhaustion, which in turn increases the risk of mistakes and injuries.

The underlying reality of the g-force research proves that the conventional wisdom that the motorcycle is doing the majority of the work is largely untrue, and further emphasizes the incredible results from the fitness research. With the proven data, members of the AMMC and MXSMS are working to find ways to help Monster Energy Supercross athletes in training by developing exercises and weight loads that can mimic what they experience on the track, strengthening the load-bearing muscles, which in turn can lower the risk of exhaustion. The less tired a rider is in competition the less likely he is to make a mistake that results in a crash, which in turn limits the risk of injury.

The ongoing research of the AMMC and MXSMS shows that the physical entities of the sport are much more dynamic and intricate than any other sport in the world. It also means there are virtually no limits into the additional data that can be sought after in hopes of continually making the sport safer.

The riders who commit their lives to supercross are truly special and are forced to tackle a much more unconventional approach to training than one might see in a traditional sport. As a result, one could argue that a supercross competitor is a sort of hybrid athlete capable of withstanding the forces and trauma of a high contact sport like football or hockey, but with the fitness of an endurance competitor in soccer or triathlons.



With global social media users nearing 2 billion, Monster Energy Supercross fans are fully engaged in the social space and receive up-to-the-minute news via Facebook, Twitter, YouTube and Instagram. Locally and nationally, the official hashtags for Monster Energy Supercross are: #Whosnext and #SXonFOX.

SupercrossLIVE.com will be the new home for all things Monster Energy Supercross. The site will feature exclusive Monster Energy Supercross content including photos, videos, news, Race Day Live with Jim Holley and Andy Bowyer (12:50pm-4:30pm local time), a social media hub and more. Log to www.SupercrossLIVE.com

BY THE NUMBERS:

Facebook Likes 1.5 Million

Twitter Followers 105K

Instagram Followers 20K

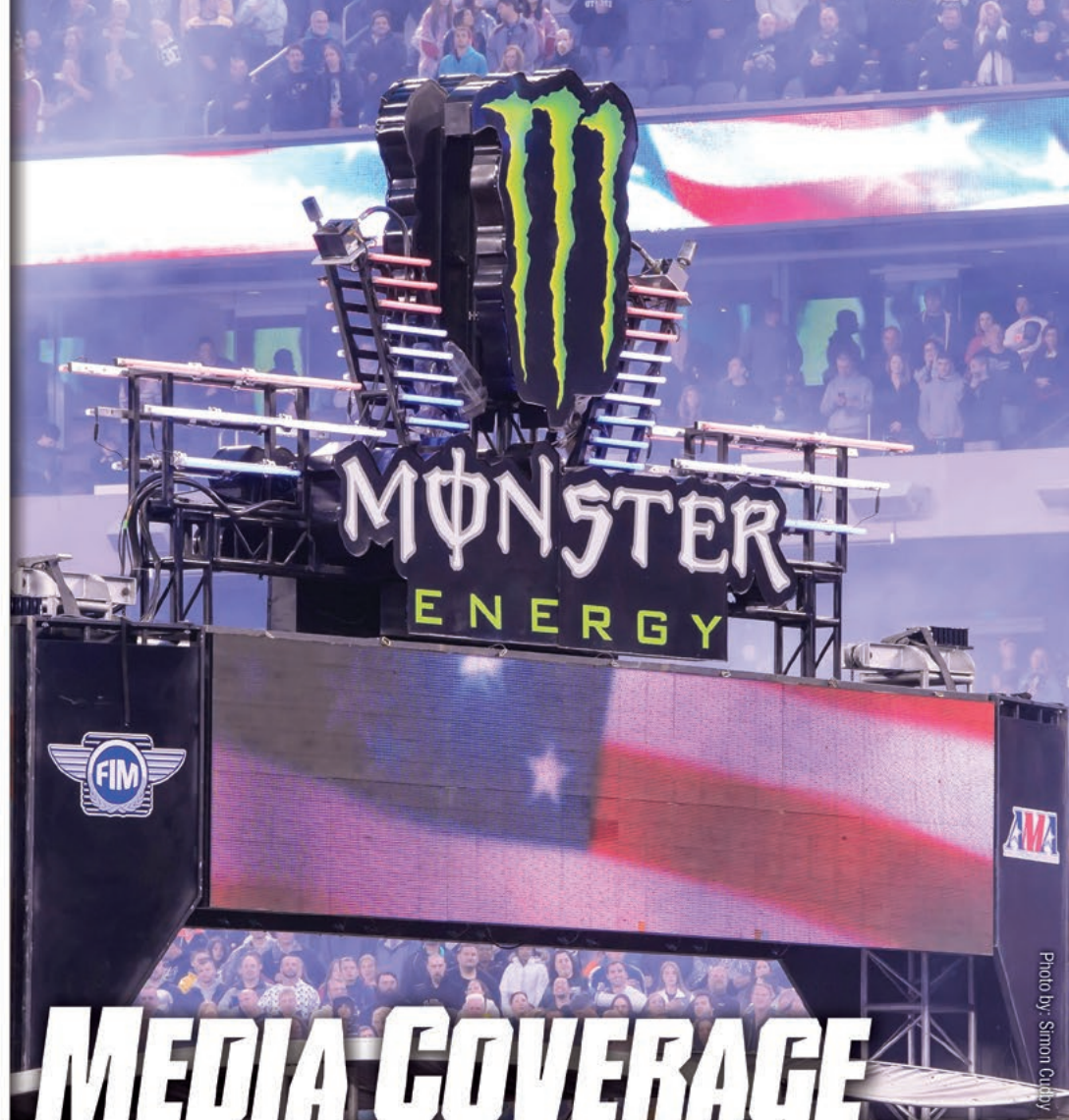
YouTube Views 20 Million

Website Pageviews 14.1 Million

Livestream Views 1.4 Million



SUPERCROSSLIVE.COM



MEDIA COVERAGE

Photo by Simon Luby

USA TODAY
Ricky Carmichael parlaying supercross skills into course design
Jeff Olson, Associated Press, TODAY Sports | 12:00 AM, 10/27/2014

THE WALL STREET JOURNAL
Supercross Big Wheel Rides on Training, Diet and Men
By [Name], New York City

FOX SPORTS
Chad Reed is back aboard a Kawasaki, Chad Reed is for AMA Supercross glory
By [Name], January 14, 2014 5:00 PM

Forbes
\$1 Million Monster Energy Cup Coming Soon to Las Vegas
Laid out on the football field of the UNLV Rebels at Sam Boyd Stadium, the 2014 Monster Energy Cup will rev off Saturday, October 18th in front of a max capacity crowd. With a potential \$1 million at stake, this year's race will feature some of the world's top riders, including Chad Reed, Justin Barcia, Ryan Villopoto, Ryan Dungey, David Millsap, and defending champion James Stewart.

SPORTS BUSINESS JOURNAL
Feld looks to extend deal with Fox Sports for Monster Energy AMA Supercross Series race
By [Name], Staff Writer
Published May 20, 2013, Page 12

AP
THE BIG STORY
RYAN VILLOPOTO WRAPS UP 4TH STRAIGHT TITLE
LATEST NEWS

TODAY
Willie gets supercross bike lesson from Pink's hubby
On the show, Willie Galt, racing coach, supercross rider

MISS SUPERCROSS
LAS VEGAS
OCTOBER 17, 2015
TICKETS ON SALE NOW

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2015
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LATEST NEWS
RACE READY: Villopoto Closes Out Title-Winning Monster Energy Supercross Championship with 7th Win at Sam Boyd Stadium
NEWS: 12/05/2014 - SX ED Season 3: Episode 5
12/03/2014 - 2015 Monster Energy Supercross Championship Trailer #WhosNext
12/01/2014 - SX ED Season 3: Episode 4
11/21/2014 - SX ED Season 3: Episode 3
11/20/2014 - Local Miss Supercross Contest Launching Tomorrow
06/03/2014 - ARCHIVE - Las Vegas Practice and Qualifying Sessions
06/03/2014 - ARCHIVE - Las Vegas Pre-Race Press Conference

POINT STANDINGS
250 MX CLASS
LAS VEGAS
OCTOBER 17, 2015
TICKETS ON SALE NOW

Supercross
Facebook Like 1,769,029



The 2015 Monster Energy television schedule includes 17 live races, headlined by the first-ever live FOX network broadcast from MetLife Stadium in East Rutherford, New Jersey, on Saturday, APR. 25 at 3:00 P.M. ET. The remaining races will begin at 7:00 P.M. ET.

The 2015 Monster Energy Supercross season opens Saturday, JAN. 3, in Anaheim, California, with the first of 12 live races on FOX Sports 1. Three races are scheduled to air live on FOX Sports 2, with all races available live through the FOX Sports GO app, which will provide live streaming of every Monster Energy Supercross race.

"The 2015 Monster Energy Supercross television package on FOX Sports is a testament to the network's

strengthening commitment to help grow the Monster Energy Supercross brand," said Ken Hudgens, COO, Feld Motor Sports. "The 2015 television package is the strongest ever and signifies a major milestone with the first ever live airing on FOX Broadcast Network. The riders, teams, manufacturers, sponsors and entire sport will be elevated by the live network broadcast on FOX. This is a major announcement that is great for everyone involved, including the broad viewing audience."

During the inaugural season on FOX Sports, the focus was to grow the coveted M18-34 viewership on FOX Sports 1, and that was achieved by an increase of 35 percent.

FOX Sports will also showcase eight feature-driven episodes to the hit series Supercross: Behind the

Dream. The half-hour shows will take a deeper look at Monster Energy Supercross as the storylines evolve throughout the season.

The international distribution of Monster Energy Supercross reached record levels in 2014, as nearly 200 countries aired Monster Energy Supercross, including live coverage from Australia. For the first-time ever, 175 military bases around the world aired Monster Energy Supercross races live on the American Forces Network.

The three-hour Race Day Live stream on SupercrossLIVE.com increased 12 percent in 2014. The pre-race coverage with hosts Jim Holley and Kevin Barnett set the stage for the night program and featured riders and key industry personnel.



MONSTER ENERGY PARTY IN THE PITS

The multi-faceted Monster Energy can-redemption program promotes a green initiative while providing a value-packed incentive for fans to get a behind-the-scenes look at Monster Energy Supercross. By recycling an empty can of Monster Energy at Saturday's races, fans will be given complimentary access to the Party in the Pits. In 2014, more than 329,000 fans attended the Monster Energy Party in the Pits. The Monster Energy Party in the Pits at MetLife Stadium was the second largest in history with 32,380 fans in attendance.

Monster Energy Supercross fans are fully engaged in the social space and receive up-to-the-minute news via Facebook, Twitter, YouTube and Instagram. Locally and nationally, the official hashtags for Monster Energy Supercross are: #WhosNext and #SXonFOX.

ATTENDANCE

Last year Monster Energy Supercross celebrated its 40th anniversary, and in fitting fashion, set an all-time attendance record of 876,370. Throughout the year, attendance records were set at Arlington, Atlanta, Detroit, Houston, Oakland, Seattle, St. Louis and Toronto. For the first time since 1991, Monster Energy Supercross headed to the greater New York metropolitan area and attracted 62,000-plus fans to MetLife Stadium, which hosted Super Bowl XLVIII just a few weeks prior to the race.

SPONSORSHIP

Feld Motor Sports® is fortunate to have incredible sponsorship support for Monster Energy Supercross. The loyal sponsors bring passion and enthusiasm to each race to elevate the experience in the pits.





MONSTER
ENERGY
AMA
SUPERCROSS
FIM World Championship

2 ALL NEW

VENUES IN 2015



MILITARY APPRECIATION



Last season Monster Energy Supercross made its highly anticipated return to the greater New York City area, ending an absence of over two decades by making an inaugural visit to MetLife Stadium in East Rutherford, New Jersey. Mere months before, 1.5 million pounds of dirt were dumped onto the stadium floor and a collection of the world's most daring athletes did battle in front of over 62,000 fans. MetLife Stadium played host to Super Bowl XLVIII, arguably the single largest sporting event in the nation. The ability to share the same hallowed ground as the NFL made for a truly memorable return to New York for Monster Energy Supercross, which will not only return to MetLife Stadium in 2015, but will also welcome three new additions to its 17-race championship.

For years, supercross has kicked off its season with a homestead in Southern California, the hotbed of motocross, hosting four of its first six events in the region. Traditionally the SoCal finale has taken place in picturesque San Diego, with over three decades of races inside legendary Qualcomm Stadium. Starting in 2015 a new tradition will begin in California's second-largest city as Monster Energy Supercross makes

the eight-mile trek south to the historic downtown Gaslamp Quarter for the first ever race inside Petco Park, home of the San Diego Padres. Regularly one of the most highly attended stops on the schedule, San Diego's inaugural race at Petco Park is anticipated to be a sellout. This follows the announcement that the championship will host the Military Appreciation Race for the second-consecutive year.

"We are thrilled to partner with Feld Motor Sports® to bring Monster Energy Supercross to the ballpark," said Vice President of Petco Park Events Jeremy Horowitz. "Petco Park was designed and built to be a year-round, multi-use entertainment venue, and we can't wait to see how it's transformed for this new genre of events."

Following its six-week stay out west, Monster Energy Supercross hits the heart of its schedule in the east. One of the longstanding marquee events of the championship is Atlanta at the renowned Georgia Dome, which has played host to some of the largest crowds in the history of the sport and consistently welcomes more than 60,000 fans when supercross makes its annual visit. For the 2015 season, Atlanta

will become just the second city on the Monster Energy Supercross schedule to host multiple rounds, adding to the illustrious legacy at the Georgia Dome by hosting back-to-back weekends of racing during the pivotal midway point of the championship.

As the season hits the home stretch, the brand new, state-of-the-art Levi's® Stadium, home of the San Francisco 49ers, will await the riders in their return to the West Coast. The Santa Clara, California facility will open its doors to Monster Energy Supercross for the first time in 2015 after opening last fall. With its \$1 billion-plus price tag, the venue offers enough amenities to satisfy every type of fan and will be the second of the championship's two visits to California's Bay Area during the season.

For over 40 years, Monster Energy Supercross has thrilled fans throughout the world, leaving its mark on the most storied venues in the United States and Canada. The 2015 season will signify a new era for the sport as it continues its renewed tradition in New York and expands even further in key markets that carry a long-lasting heritage that spans back to its roots.

SUPERCROSSLIVE.COM



RACING FORMAT AND SCHEDULE

250SX CLASS QUALIFYING FORMAT

250SX CLASS HEAT #1

6 laps - 20 riders >
1st - 9th to Main, 10th - 20th to LCQ

250SX CLASS HEAT #2

6 laps - 20 riders >
1st - 9th to Main, 10th - 20th to LCQ

250SX CLASS LAST CHANCE QUALIFIER

4 laps - 22 riders > 1st and 2nd to Main

250SX CLASS MAIN EVENT

15 laps - 22 riders

450SX CLASS QUALIFYING FORMAT

450SX CLASS HEAT #1

6 laps - 20 riders >
1st - 4th to Main, 5 - 20 to Semi
Even finishing positions to Semi #1, odd to #2

450SX CLASS HEAT #2

6 laps - 20 riders >
1st - 4th to Main, 5 - 20 to Semi
Even finishing positions to Semi #1, odd to #2

450SX CLASS SEMI #1

5 laps - 16 riders >
1st - 5th to Main, 6th - 16th to LCQ

450SX CLASS SEMI #2

5 laps - 16 riders >
1st - 5th to Main, 6th - 16th to LCQ

450SX CLASS LAST CHANCE QUALIFIER

4 laps - 22 riders > 1st and 2nd to Main

450SX CLASS MAIN EVENT

20 laps - 22 riders

RACE DAY - SATURDAY SCHEDULE

10:15 am - 10:30 am
10:30 am - 11:00 am
11:00 am - 11:15 pm
11:15 am - 11:30 am
12:00 pm - 12:08 pm
12:10 pm - 12:18 pm
12:20 pm - 12:28 pm
12:30 pm - 12:38 pm
12:40 pm - 12:48 pm
12:50 pm - 12:58 pm
1:00 pm - 1:10 pm
1:15 pm - 1:25 pm
1:30 pm - 1:40 pm
1:45 pm - 1:55 pm
2:00 pm - 2:10 pm
2:15 pm - 2:25 pm
2:25 pm - 2:40 pm
2:40 pm - 2:50 pm
2:50 pm - 3:15 pm
3:15 pm - 3:25 pm
3:30 pm - 3:40 pm
3:45 pm - 3:55 pm
4:00 pm - 4:10 pm
4:15 pm - 4:25 pm
4:30 pm - 4:40 pm
4:40 pm - 4:55 pm
4:55 pm - 5:05 pm
5:05 pm - 6:15 pm

6:30 pm - 7:06 pm
7:06 pm - 7:19 pm
7:19 pm - 7:34 pm
7:34 pm - 7:47 pm

7:47 pm - 7:56 pm

7:56 pm - 8:02 pm
8:02 pm - 8:06 pm
8:06 pm - 8:15 pm
8:15 pm - 8:21 pm
8:21 pm - 8:26 pm
8:26 pm - 8:37 pm
8:37 pm - 8:49 pm
8:49 pm - 8:53 pm

8:53 pm - 9:07 pm
9:07 pm - 9:21 pm
9:21 pm - 9:25 pm

9:25 pm - 9:44 pm
9:44 pm - 10:00 pm

*Times Subject to change.

KTM Junior Riders Meeting (KTM Trailer)

Rider's Track Walk

Riders Meeting (Mandatory)

Chapel Service

250SX Group C Free Practice

250SX Group B Free Practice

250SX Group A Free Practice

450SX Group A Free Practice

450SX Group B Free Practice

450SX Group C Free Practice

250SX Group B Qualifying

250SX Group C Qualifying

250SX Group A Qualifying

450SX Group A Qualifying

450SX Group B Qualifying

450SX Group C Qualifying

KTM Junior Exhibition Practice

Promoter Track Walk

Track Maintenance

250SX Group C Qualifying

250SX Group B Qualifying

250SX Group A Qualifying

450SX Group A Qualifying

450SX Group B Qualifying

450SX Group C Qualifying

KTM Junior Exhibition Practice

Promoter Track Walk

Track Maintenance

Opening Ceremonies

250SX Heat #1 - 6 laps - 20 riders (1 - 9 to Main)

250SX Heat #2 - 6 laps - 20 riders (1 - 9 to Main)

450SX Heat #1 - 6 laps - 20 riders (1 - 4 to Main) (5 - 20 to Semi)
(Even finishing positions to Semi #1, odd to #2)

450SX Heat #2 - 6 laps - 20 riders (1 - 4 to Main) (5 - 20 to Semi)
(Even finishing positions to Semi #1, odd to #2)

KTM Junior Supercross Exhibition - 3 laps - 15 riders

Track Maintenance

250SX Last Chance Qualifier - 4 laps - 22 riders (1 - 4 to Main)

450SX Semi #1 - 5 laps - 16 riders (1 - 5 to Main) (6 - 16 to LCQ)

450SX Semi #2 - 5 laps - 16 riders (1 - 5 to Main) (6 - 16 to LCQ)

Intermission

450SX Last Chance Qualifier - 4 laps - 22 riders (1 - 4 to Main)

250SX Rider's Parade Lap

250SX Main Event - 15 laps - 22 riders

250SX Victory Circle

450SX Rider's Parade Lap

450SX Main Event - 20 laps - 22 riders

450SX Victory Circle



MONSTER ENERGY AMA SUPERCROSS

FIM World Championship

2015 SCHEDULE

JAN 3 ANGEL STADIUM
WEST ANAHEIM, CA

JAN 10 CHASE FIELD
WEST PHOENIX, AZ

JAN 17 ANGEL STADIUM
WEST ANAHEIM, CA

JAN 24 O.CO COLISEUM
WEST OAKLAND, CA

JAN 31 ANGEL STADIUM
WEST ANAHEIM, CA

FEB 7 PETCO PARK
WEST SAN DIEGO, CA

FEB 14 AT&T STADIUM
EAST ARLINGTON, TX

FEB 21 GEORGIA DOME
EAST ATLANTA, GA

FEB 28 GEORGIA DOME
EAST ATLANTA, GA

MAR 7 DAYTONA INTL. SPEEDWAY
EAST DAYTONA, FL (NOT A FELD MOTOR SPORTS EVENT)

MAR 14 LUCAS OIL STADIUM
EAST INDIANAPOLIS, IN

MAR 21 FORD FIELD
EAST DETROIT, MI

MAR 28 EDWARD JONES DOME
EAST ST. LOUIS, MO

APR 11 NRG STADIUM
WEST HOUSTON, TX

APR 18 LEVI'S STADIUM
WEST SANTA CLARA, CA

APR 25 METLIFE STADIUM
EAST EAST RUTHERFORD, NJ

MAY 2 SAM BOYD STADIUM
EAST / WEST LAS VEGAS, NV



TOYOTA



Kawasaki

KTM

BMW

Yamaha

Red Bull

GoPro

Fox

Suzuki

Yamaha

100%

Honda

AMA

FIM

FELD

MOTOR SPORTS