

Welcome to the MotoAmerica championship. MotoAmerica is dedicated to providing a clean, safe and professional environment to all competitors, teams, staff and spectators. The guidelines suggested in this team handbook combine our standards, practices, and obligations defined by MotoAmerica which must be observed by all participating in the MotoAmerica championship.

Table of Contents

MotoAmerica Staff/Department Directory	2
KRAVE Group	3
2019 Season Schedule.....	4
General Paddock Rules	5
Pass System	10
Registration, Credentials & Credential Request Deadlines	13
Organization & Media	14
Championship Logos	15
Television	16
Transponders	18
Track Radio and Timing Screens	19
Rules and Regulations	19
Move-In, Tech, Meetings	19
FAQ's	21
References	23

MOTOAMERICA DIRECTORY

Ken Saillant
AMA Licensing

(614) 856-1900 x1260
ksaillant@ama-cycle.org

Jessica Robinson
AMA Licensing

(614) 856-1900 x1243
jrobinson@ama-cycle.org

Paul Carruthers
Communications Manager

(949) 466-7598
pcarruthers@motoamerica.com

Dennis Kanegae
Director of Sponsorship

(714) 454-2935
dkanegae@motoamerica.com

Niccole Cox
Senior Operations Manager

(949) 300-5225
ncox@motoamerica.com

James Morse
Technical Director

(714) 651-8883
jmorse@motoamerica.com

Lee Holliman
Paddock Supervisor

(850) 462-4451
lhollimon@motoamerica.com

Danelle Kingham
Registration Manager

(714) 651-2990
dkingham@motoamerica.com

KRAVE GROUP

WAYNE RAINEY

President



CHUCK AKSLAND

Chief Operations Officer



RICHARD VARNER

Chief Financial Officer



TERRY KARGES

Chief Marketing Officer



2019 SCHEDULE

APRIL 5-7	MOTOAMERICA CHAMPIONSHIP AT ROAD ATLANTA
APRIL 12-14	MOTOAMERICA CHAMPIONSHIP OF TEXAS
MAY 4-5	MOTOAMERICA CHAMPIONSHIP OF VIRGINIA
MAY 31 - JUNE 2	DUNLOP CHAMPIONSHIP AT ROAD AMERICA
JUNE 15-16	MOTOAMERICA CHAMPIONSHIP OF UTAH
JULY 12-14	MOTOAMERICA CHAMPIONSHIP OF MONTEREY
AUGUST 10-11	CYCLE GEAR CHAMPIONSHIP OF SONOMA
AUGUST 23-25	MOTOAMERICA CHAMPIONSHIP OF PITTSBURGH
SEPTEMBER 7-8	MOTOAMERICA CHAMPIONSHIP OF NEW JERSEY
SEPTEMBER 20-22	MOTOAMERICA CHAMPIONSHIP OF ALABAMA

1.0 General paddock rules

All team vehicles, including rider motorhomes, will not be allowed to enter the paddock before or after the official move-in or designated delivery times published in the supplementary regulations at each event. In the case a team or competitor arrives at the circuit before or after the move-in or delivery times, they will be required to park in the pre-stage area until further notice.

The paddock, associated areas, and staging area is organized by the paddock manager. Parking of all team vehicles will be under the direction of MotoAmerica. All teams must respect the instructions received to ensure a quick and efficient move-in.

The paddock will be organized into various sections where teams, competitors and vendors will be entitled to bring their official vehicles. All vehicles/persons MUST have the proper credential to enter the various areas of the circuit. It is the entrant's responsibility to ensure his/her crew and guests do not misuse or possess fraudulent credentials or vehicle passes. Any violation of AMA or MotoAmerica credential policies may result in a fine levied on the entrant.

No teams or competitors will be permitted to use or reserve garages except when expressly stated in the supplementary regulations. In the cases where garages are allowed, priority will be determined by MotoAmerica. A garage assignment list will be published and controlled by MotoAmerica at each event.

To maintain a professional appearance all team structures (technical, hospitality, etc.) may not be dismantled before the start of the final race on Sunday. Hot pit canopies may not be dismantled before the end of the last race on the event schedule.

1.1 Paddock opening and closing hours

Paddock opening and closing hours will be published in the event schedule and supplementary regulations posted and distributed no later than 30 days before each event. Generally, the paddock will be open for move-in at 10:00 a.m. on the Thursday of a 3-day event and at 10:00 a.m. on the Friday of a 2-day event. Failure to comply with paddock closing hours may result in a fine levied on the entrant.

1.2 Hospitality units

All "premier teams" are required to set up a hospitality unit, provided that the unit's presence is guaranteed by the team for all events.

- a. No other teams hold the right to have a hospitality unit, however, all teams may request the presence of a hospitality unit.
- b. The hospitality units will be located in the main paddock if there is space available, otherwise they will be located in a different area indicated by MotoAmerica according to the space available in the circuit. The location will be subject to the exclusive discretion of MotoAmerica.
- c. Parties hereby acknowledge and agree that no commercial activities can be carried out in the hospitality unit including but not limited to: sale of merchandise, sale of motorcycle spare parts, alcohol or food products. and so on.
- d. The hospitality unit is to be used for the team's personnel, guests, and sponsors; and shall not be used otherwise for commercial purposes by the team.

- e. Teams wishing to provide any alcoholic beverages in their hospitality unit must refer to the event's supplementary regulations and comply with all facility rules.
- f. The team guarantees that installation of the working structure will be secure and comply with the security regulations of the track. The team will also guarantee security of the working structure and will hold all relevant certifications for hygiene, safety, social security and accident prevention. MotoAmerica or the hosting circuit may request these certifications at any time.
- g. The team shall bear any responsibility and all costs for installation, equipment, maintenance and service provided in relation to the working structure.
- h. Maximum size is 100' x 30'. Units exceeding 100'x 30' shall be admitted at the discretion of MotoAmerica. All equipment necessary for the operation of the hospitality unit including, but not restricted to stairs, lockers, air-conditioning units, generators, etc., must be contained within the maximum dimensions. It is strictly forbidden for any such items to protrude into the paddock streets which must remain completely open for pedestrians, scooters and service vehicles. This also applies to vehicles that are providing catering services for team members, guests and press.
 - i. Superbike class
 - a. Season/Premier entry maximum size 100' X 30' working and 100' X 30' hospitality
 - b. Single Event entry maximum size 30' X 25' working trailer including awning
 - ii. Supersport class
 - a. Premier entry maximum size 100' X 30' working and 100' X 30' hospitality
 - b. Season entry maximum size 55' X 30' working trailer including awning
 - c. Single Event entry maximum size 30' X 25' working trailer including awning
 - iii. Stock 1000/Twins Cup/Junior Cup classes
 - a. Season entry maximum size 50' X 25' working trailer including awning
 - b. Single Event entry maximum size 30' X 25' working trailer including awning
- i. Any auxiliary units such as kitchens, barbecues or trailers used for transport must be either contained within the permitted space or be removed from the paddock to a parking area
- j. Vehicles must be personalized with team, sponsors and MotoAmerica Championship logos. Logo size is not specified but should be appropriate for the size of the transporter used to allow for prominent visibility.
- k. Units must be capable of being erected utilizing exclusively the area allocated, and may not use adjacent areas or supplementary vehicles.
- l. Vehicles and associated awnings must be well maintained, clean, and affixed to the vehicle or strongly secured. Canopies must be secured in a manner that does not damage track facilities.
- m. Any wastewater from vehicles or facilities must discharge into a holding tank, or via a hose to an approved drain.
- n. Presentation of the units must be such that all aspects present a good visual image. Access to the units must be available via either the front (narrow) or long side of the unit.

1.3 Working structure

Teams must fill out a MotoAmerica Paddock Footprint Request form. Best efforts will be made to accommodate all requests. However, MotoAmerica has final approval of all paddock space allotted. The team's working structure will be located in the main paddock if there is space available, otherwise it will be located in a different area indicated by MotoAmerica according to the space available in the circuit.

- a. The location in the paddock shall be subject to the exclusive discretion of MotoAmerica.
- b. Parties hereby acknowledge and agree that no commercial activities can be carried out in the working structure including, but not limited to, the sale of merchandise, sale of motorcycle spare parts, marketing and sales activation, sales and marketing reps and so on. .
- c. Under no circumstances is the team entitled or allowed to sell space within its working structure.
- d. The working structure area provided in the paddock is intended to be used to shelter the team's personnel and guests and to present/ maintain competitors' machines and may not be used otherwise.
- e. The only activities that will be permitted in the working structure are:
 - i. Sponsored POS display no larger than 3' x 3' x 6' (L x W x H). **If a team is requesting a larger footprint, it must be submitted prior and approved.**
 - ii. POS display may include sales materials educating consumer about the product/service
 - iii. Lead generation for team and/or rider ONLY and to ONLY be conducted by team reps
 - iv. Team sponsored umbrella girls and/or mascots
 - v. Team sponsored giveaways
 - vi. Team t-shirts, hats and other material will be permitted as giveaway items, but it is highly suggested that clothing and accessories are sold through our onsite store or a standalone store of your choice
- f. It is not permitted to hang banners, tents, or erect other barriers which deny visual access to the working structure. Sponsor banners or barriers are permitted if they are no more than three (3) feet tall. Tents and awnings may be partially or fully closed during inclement weather.
- g. Teams may erect barriers if they are modular and transparent and are positioned in such a way that the public can come close to the working structure without disturbing the work of the team.
- h. The team guarantees that installation of the working structure will be secure and comply with the security regulations of the track. The team will also guarantee security of the working structure and will hold all relevant certifications for hygiene, safety, social security and accident prevention. MotoAmerica or the hosting circuit may request these certifications at any time.
- i. The team shall bear any responsibility and all costs for installation, equipment, maintenance and service provided in relation to the working structure.
- j. Units exceeding the measurement requested and approved on the paddock footprint form shall be admitted at the discretion of MotoAmerica, which reserves the right to refuse admission and/or may relocate the working structure to a different area This also applies to vehicles that are providing catering services for team members, guests and press. The same principle applies for vehicles that are providing catering services for team members and a limited number of guests and press.
- k. Vehicles must be personalized with team, sponsors and MotoAmerica Championship logos.

- l. Working structures must be capable of being erected utilizing exclusively the area allocated, and may not use adjacent areas or supplementary vehicles.
- m. Vehicles and associated awnings must be well maintained, clean, and affixed to the vehicle or strongly secured. Canopies must be secured in a manner that does not damage track facilities.
- n. Any wastewater from vehicles or facilities must discharge into a holding tank, or via a hose to an approved drain.
- o. Presentation of the units must be such that all aspects present a good visual image. Access to the units must be available via either the front (narrow) or long side of the unit.
- p. Best efforts should be made to maintain all equipment in a neat and orderly manner. MotoAmerica reserves the right to deny access to teams who fail to maintain a good appearance.
- q. Refueling in the working structure must be completed with the engine off, motorcycle on stands, rider dismounted, all electrical appliances on or around motorcycle disconnected, and with a trained crew member holding a fire extinguisher at the ready. Except where local rules prevail.

1.4 Private cars

- a. Private vehicles are prohibited from entering any area of the paddock.
- b. Exceptions will only be made for deliveries of equipment and catering supplies and those with a transport pass.
- c. Individuals who need to make a delivery may do so if they surrender their credential to paddock security, the credential will be returned to them once they exit the paddock. Entrance is only allowed for a maximum of 15 minutes. During Dorna events this delivery access may be abridged. Entrants whose crew or guests violate this policy may be fined and/or vehicles towed.

1.5 Pit vehicles

Teams, manufacturers, and service companies may use scooters for paddock transportation.

- a. Each scooter must display a scooter pass on the front of the vehicle issued by MotoAmerica.
- b. Scooters must also prominently display the competition number and color plate of the rider associated, or the name of the service company associated. Entrants whose crew or guests are found in violation of this policy may be fined.
- c. Scooters must only be parked within the team's footprint, or in designated parking areas. Once on track activity has begun scooters may not enter the hot pit.
- d. Scooters must be a standard production model equipped with a roadworthy exhaust silencer and a maximum displacement of 125cc. MotoAmerica reserves the right to disallow use of a vehicle due to unsafe or unprofessional conduct.
- e. Children under the age of 16 years old, with the exception of competitors in the MotoAmerica championship, are not permitted to ride a scooter.
- f. Teams may also choose to use electric powered scooters in place of motorized scooters, except where local rules prevail.
- g. The speed limit in the paddock for is 10 mph.
- h. The use of scooters is subject to local laws; therefore, users must comply with all relevant rules bearing full responsibility for their actions.

1.6 Team presentation

Every team in the MotoAmerica Championship must have a recognizable and presentable team uniform with all branding required by competition bulletin 01-2019.

Team uniforms must be worn by team members and competitors at all times during the event while at the facility. The only exception is the rider while wearing leathers with all branding required by competition bulletin 01-2019.

1.7 Hot pit

Hot pit assignments will be made by the paddock manager. Best efforts will be made to provide space for all teams within the space available at each track. Teams may be required to share hot pit spaces at the discretion of MotoAmerica.

- a. All equipment must be held within the space allotted. Best efforts should be made to maintain all equipment in a neat and orderly manner. MotoAmerica reserves the right to deny access to teams who fail to maintain a good appearance. Visual access to the hot pit space should not be disrupted.
- b. Refueling on hot pit must be completed with the engine off, motorcycle on stands, rider dismounted, all electrical appliances on or around the motorcycle disconnected, and with a trained crew member holding a fire extinguisher at the ready, except where local rules prevail.

1.8 Starting grid

Grid access is permitted ONLY to the holders of a proper credential; a hot pit access credential must always be visible. The credential must be shown to security at the entrance of the grid and during the starting procedure to avoid any delay.

- a. No more than five (5) crew members per rider (including promotional model) are allowed on the starting grid.
- b. All VIP guests, technical suppliers, journalists, and extra team members must leave the grid at the five-minute board.
- c. Everyone on the grid must wear proper attire and closed toed shoes.; no flip-flops or sandals will be permitted. The only exception is the promotional model.

1.9 Noise restrictions

Engines may not be started before 7:00 a.m. or after 9:00 p.m. on any day. No noise will be allowed from 11:00 p.m. to 7:00 a.m.

1.10 Liquidated damages

In case of any breach or infringement of any of the above-mentioned guidelines, liquidated damages may be paid to MotoAmerica if required by facility rules. For example, a team found to damage paddock surface with stakes or other materials will be liable for repair to paddock surface.

2.0 Pass/Credential system

2.1 Credential rules

MotoAmerica shall provide credentials to the team in accordance with the terms and conditions.

- a. Under no circumstance are any member of the team allowed to resell guest passes provided by MotoAmerica. Such passes are intended for guests and sponsors of the team only.
- b. All credentials/passes are for personal use and not transferable.
- c. The possession of the credential/pass does not exempt the holder from complying with local laws and regulations.
- d. It is forbidden to tamper with the MotoAmerica credential/pass for any reason.
- e. The credential/pass holder has full responsibility for the use of the pass, including his/her personal safety.
- f. The entrant is the only person authorized to request permanent or single event credentials. Only the entrant may request the replacement or substitution of the existing credential.
- g. A permanent season credential is not valid without a photograph and the correct lanyard according to pass level. All other cords/strings replacing the lanyard are not permitted at any time or in any instance.
- h. The credential must be worn visibly at all times, and if necessary, credentials must be shown together with a valid identification of the holder.
- i. The team is responsible for the behavior of its credential holders. Guests must respect the instructions of officials. The team must keep an accurate record of the number of passes issued to all its guests.
- j. For the issuance of permanent season credentials, teams must demonstrate that the person for whom the credential has been requested has an essential function within the team. Permanent season crew credentials will be issued to each registered team member for his or her sole use, and these will be valid for every applicable MotoAmerica event.
- k. Requests for crew credentials shall be submitted to MotoAmerica by the team by completing an online credential request. Failure to complete this request in full and upload the necessary digital photographs will result in credentials not being available for pickup at the event.
- l. The teams and the credential holders shall not perform activities other than those for which the credential was originally issued.
- m. The team and its pass holders release liability from the FIMNA, FMN, AMA, the event organizer, the owner/s of the property, officials, MotoAmerica and its employees. Liability includes connection with any losses, physical or moral damages, and injuries which may occur to any pass holder during attendance of a championship event.
- n. The teams and pass holders shall comply with any limitation and restriction of the use of passes, when required, by the local organizer and/or authorities.

- o. In case of any breach of the rules the relevant credential will be withdrawn by MotoAmerica for the entire season, and the team shall pay a fine of \$250. MotoAmerica officials are entitled to impose any such fines. If such behavior persists, the team will not be entitled to the allocation of permanent credentials or guest passes for the following season.
- p. MotoAmerica reserves the right to revoke any credential at any time at its own discretion. Credential holders must comply with the directions of all MotoAmerica officials and nominated representatives at all times.
- q. If a MotoAmerica official confiscates a pass, MotoAmerica will decide at its sole discretion whether to replace it or not. If this is the case, a fine of \$250 and a replacement fee of \$100 shall be paid to MotoAmerica in order to get the pass replaced.
- r. In case of replacement of a team member to whom a permanent pass has been issued, on request of the team, a new permanent pass will be issued by MotoAmerica with a replacement fee of \$100. It is subject to return of the previous permanent pass.
- s. In case of loss or theft, new permanent credentials will be issued by MotoAmerica upon request of the provider. The entrant shall send a notice in writing to MotoAmerica mentioning the loss or theft of the permanent pass, with the personal data of the permanent pass holder and the type of pass. A replacement fee of \$100 will apply to all permanent credentials.

2.2 Validity of credentials

- a. CREDENTIAL ACCESS LEVELS
 - i. Red: All access
 - ii. Blue: Paddock, hot pit, media room when required for press conference
 - iii. Blue with Media: Paddock, hot pit, media room
 - iv. Black: Paddock, hot pit, VIP areas
 - v. Green: Paddock only. No hot pit access
- b. PARKING PASSES
 - i. ALL: All access/officials parking
 - ii. P1: Teams, guests, media
 - iii. T: Transporter pass, issued at sole discretion of MotoAmerica, allows for paddock parking

2.3 Registration center

The MotoAmerica registration center is normally located near the main entrance of the circuit. The exact location will be stated in the supplemental regulations for each event. **All credential and pass requests must be made online by the entrant.**

- a. The opening hours of the registration center will be published in the event schedule and supplementary regulations posted and distributed no later than 30 days before each event. At most events, the registration center will be open the following hours:
 - i. Thursday 10:00 a.m. - 5:00 p.m. (pre-order pick-up only) *3-day events only
 - ii. Friday 7:00 a.m. - 5:00 p.m. *3-day events (2-day events 10:00 a.m. – 5:00 p.m.)
 - iii. Saturday 7:00 a.m. - 5:00 p.m.

- iv. Sunday 8:00 a.m. - 2:00 p.m.
- b. On Thursday only passes requested before the official deadline will be issued. If you did not request a credential or pass before the deadline you may pick them up on Friday.
- c. Teams must request guest passes prior to the deadline. If a team misses the deadline, then they may pick them up Friday morning. **Riders do not need to request credentials; a valid AMA competition license is a season credential.**
- d. **All credential holders must have a current AMA Membership.**
- e. Credential Pricing
 - i. Season Credential - \$750 (Lost season credential replacement fee - \$100)
 - ii. Single Event Credential (before deadline) - \$100
 - iii. Single Event Credential (after deadline) - \$125
 - iv. Guest Pass (3-day access) - \$100
- f. Credential Request App Link >>> <https://motoamerica-credentials.motorsportreg.com/>
 - i. All credentials and guest passes must be requested by the entrant of the team using the MotorsportReg request app. **No paper requests will be taken - all requests are handled electronically.**
 - ii. If a premier or season entry wishes to request additional passes that are not included in their season allotment, then they may be purchased. Only 2 guest passes are allowed per entry for Dorna events; 3 are allowed for Premier Superbike only.
 - iii. All credentials and passes must be picked up in person at the registration center at the track – picture ID required for credentials.
- g. Single Event Credentials for crew, guests, etc. must be requested and paid for each round that the individual is attending. Credentials may be requested far in advance, and the early-bird pricing ends at the credential request deadline which is roughly two weeks before each event. If requested before the deadline, then credentials cost \$100; if requested after the deadline, the price increases to \$125. Credentials that are requested in advance will be charged within 1-2 days of the request deadline (see Registration Deadlines table for a list of those dates).
- h. Rider/Crew Late Arrival Procedure - In the event that a rider or crew member won't be able to make it to the track on Thursday/Friday before registration closes (5 p.m.) to pick up their credential, there is an alternative to ensure they get into the track that evening. The entrant may request a guest pass(wristband) for the late arrival and pick up the pass during open hours, then meet the crew member at the gate to give them the pass for entry. The next morning the crew member must return to registration to pick up their hot pit credential. **THEY MUST BRING THE GUEST PASS (wristband) WITH THEM AND RETURN IT.** Otherwise they will have to pay for the guest pass in addition to their credential.

Registration Deadlines

	Event	Entry Registration	Credential Request
Round 1	Michelin Raceway Road Atlanta	March 24, 2019	March 31, 2019
Round 2	Circuit of The Americas	March 17, 2019	April 7, 2019
Round 3	Virginia International Raceway	April 21, 2019	April 28, 2019
Round 4	Road America	May 19, 2019	May 26, 2019
Round 5	Utah Motorsport Campus	June 2, 2019	June 9, 2019
Round 6	Weathertight Raceway Laguna Seca	June 30, 2019	July 7, 2019
Round 7	Sonoma Raceway	July 28, 2019	August 4, 2019
Round 8	Pittsburgh International Race Complex	August 11, 2019	August 18, 2019
Round 9	New Jersey Motorsports Park	August 25, 2019	September 1, 2019
Round 10	Barber Motorsports Park	September 8, 2019	September 15, 2019

3.0 ORGANIZATION & MEDIA

3.1 Promotional activities

The team shall comply (and shall cause each of its riders, team managers, and team members to comply) with the following:

- a. Press conferences: Ensure the attendance of each rider and team manager, or a team PR representative to all the required press conferences, open paddock activities, autograph sessions, and photo sessions.
- b. Superpole and post-race press conferences: Ensure that riders who finished in the first three positions in Superpole reach the TV interview area indicated by the MotoAmerica officials.
 - i. The riders should be escorted by the relevant team's PR representative immediately after the end of the Superpole.
 - ii. The first three classified riders in each class may also be requested to attend the press conference afterward.
- c. TV Interviews: Ensure that the riders are available during the event for interviews with the television/radio stations indicated by MotoAmerica.
- d. Pit Walk: All premier teams, and any other team as determined by MotoAmerica, may be required to participate in a fan hot pit walk and/or autograph sessions.
 - i. Teams are also encouraged to apply to participate in these sessions Teams who participate should provide a minimum of 100 posters for each rider for each event.
 - ii. Teams should instruct each of their riders to autograph and distribute posters to the fans in attendance as scheduled by MotoAmerica.
 - iii. Teams who participate in the pit walk or other activities must maintain a professional and tidy appearance of all paddock and hot pit areas.
- e. Media relations: Ensure that the pit areas assigned to the teams are kept open and accessible to journalists and photographers if they do not interfere with team activity.
- f. Spec tire representation: ensure that motorcycles participating in the event exclusively use tires produced and supplied by Dunlop. All pit apparel, signage, and machines must not show any logos from other tire manufactures.
- g. Rider leathers and crew shirts: ensure that rider leathers and crew shirts have badges with the MotoAmerica logo.
- h. Podium: ensure that if any of the team's riders are classified among the first three finishing positions in each class that they:
 - i. Reach the parc fermé area underneath the podium immediately after the checkered flag.
 - ii. Reach the podium when escorted from Parc Fermé.
 - iii. Riders must wear leathers to all podium ceremonies.

3.2 Post-race procedures

- a. When the checkered flag is displayed, ALL riders must cross the finish line and continue for an additional lap (cool down lap).
- b. Once the competitors have reached the hot pit lane they will be directed by the marshals to parc fermé.
 - i. The marshals will separate the top three riders and direct them to the podium parc fermé. The remaining competitors will be directed to the technical control parc fermé.
 - ii. To ensure the production of the podium ceremonies, all riders and teams must proceed to the podium without delay. Riders or teams who delay the podium ceremony may be subject to penalties and/or fines.
- c. The area underneath the podium, or an alternative area agreed by MotoAmerica officials, must be reserved for use as the podium parc fermé for the top three riders per class. MotoAmerica will be responsible for personalizing the podium parc fermé area. The teams' presence at the Parc Fermé will be controlled by MotoAmerica officials, and limited to the rider, one (1) rider assistant, one (1) mechanic, and one (1) team representative.
- d. From the podium parc fermé riders will be escorted by MotoAmerica staff to the podium and post-race interviews.

3.3 MotoAmerica social media guidelines

It is suggested that all riders and teams utilize Facebook, Twitter, and Instagram accounts.

- a. Those accounts should be verified as a public figure if possible.
- b. It is suggested that the team maintains separate social media pages from its riders and an effort should be made to post regularly on all accounts.
- c. It is encouraged that on all posts that are related to MotoAmerica, including off-season testing, training, and race events, that you include either a tag of MotoAmerica's official page, or the hatch tag #MotoAmerica, to fully link the entire paddock.
- d. MotoAmerica may facilitate this by providing a social media guide and regular email updates with the current event tag, activities at the event, and other relevant information. It is not required that you utilize this content, however, it is encouraged.
- e. MotoAmerica will also accept submissions for sharing on our social media or website, where appropriate.
 - i. Submissions can be sent to pressreleases@motoamerica.com.
 - ii. Content may be distributed on social media or on the motoamerica.com website on the press release page and/or on the main page. This will be dependent on quality, relevance and timeliness, determined solely by MotoAmerica media staff.

4.0 Championship logos and usage

4.1 Championship logos on technical /hospitality vehicles

The following logos are the logos allowed to be used by the teams on their technical and/or hospitality vehicles:

- a. See web link: http://www.motoamericaregistration.com/PDF/Bulletins/Motoamerica_Logos-Final_2016%20-%20Team-Rider.pdf
- b. These logos are available for downloading in the logo section at this link: <http://www.motoamericaregistration.com/competitor-info/>
- c. Each team is free to use any available version, depending on the vehicle background (black on light backgrounds and white on dark backgrounds). It is advisable to use “portrait” format for the vertical layouts and “landscape” format for the horizontal ones. No changes to the colors of the given logos will be permitted.
- d. **NO COMMERCIAL USE WILL BE AUTHORIZED. NO USE OF THE MOTOAMERICA LOGO MAY CONFLICT WITH THE SPONSORS OF MOTOAMERICA OR BE INCONSISTENT WITH ITS GOODWILL AND IMAGE.**

4.2 MotoAmerica Logos on Rider Leathers and Crew Shirts

- a. All teams must comply with Competitor Bulletin 01-2019 at link: <http://www.motoamericaregistration.com/PDF/Bulletins/Competitor%20Bulletin%2001-2019.pdf>

4.3 MotoAmerica Logos on Motorcycle

- a. All teams must comply with Competitor Bulletin 02-2019 at link: <http://www.motoamericaregistration.com/PDF/Bulletins/Competitor%20Bulletin%2002-2019.pdf>

5.0 Television

5.1 Television Guidelines

Due to the ever-increasing demand of MotoAmerica and competitor sponsors MotoAmerica has a few guidelines in order to assist the television production team, aimed at boosting the value of the television content and quality. We must keep and image that is consistent with the professionalism of the MotoAmerica championship.

- a. MotoAmerica television staff will constantly monitor clothing, relevance, and number of team members present in the following areas:
 - i. Starting grid
 - ii. Hot pit
 - iii. Pit garages
 - iv. Podium parc fermé
 - v. Technical control parc fermé and inspection areas
- b. Moreover, anyone who is involved in the any television production is kindly asked to:
 - i. Always show a positive and cooperative attitude towards the cameras
 - ii. Consider the TV initiatives as strategic to the growing image of MotoAmerica
 - iii. Focus on the best possible presentation of the riders and of the whole team.

5.2 Official MotoAmerica TV crew onsite

During the season, TV cameras for the broadcasting of the event will be present at the circuit in the paddock, hot pit, starting grid, and trackside. These cameras are of vital importance as they play a key role in the TV production of the events. The positive attitude of everyone towards them will help the overall TV production of the event. These camera persons will wear the official bibs at all times.

5.3 On-Board Cameras

“On-board camera” systems may be placed on selected bikes.

- a. Teams involved in the project will receive detailed information from the TV department.
- b. The only on-board cameras allowed during MotoAmerica competition will be the official on-board camera of the TV company, or any other activity with express written permission. No handheld cameras will be allowed for use at any time on the motorcycle.

5.4 Paddock and hot pit

The appearance of the paddock and hot pit is very important for television. Therefore, the layout and presentation of the space is important. A quality television image can be achieved by strategic positioning of the rider’s seating position in the hot pit area, good placement of sponsor panels, and a tidy/clean look.

5.5 Team members general guidelines

Team presentation: The uniform of team members is important for good television impact. Team uniforms must always be worn in the pit garages, paddock structures, in the pit lane, on the grid, and on the podium.

- a. Attitude: A positive and cooperative attitude of all the team members towards the TV cameras is important for a good TV production.
 - i. Everyone is an actor and part of the TV show!

- ii. The reaction of the team members is something spectacular and requested by TV networks.
- b. Competitor machines: To help the TV cameras in their movements around the machine on the grid, team members should leave space on one side. It is important to be able to show and give relevance to the machine during the TV coverage on the grid, which includes the graphic information on the bike/manufacturer/team.
- c. The following moments must be considered as INSTITUTIONAL:
 - i. Podium parc fermé: Only two mechanics and a team manager per rider can enter into the Parc fermé. *See technical rules article 2.12*
 - ii. The team manager of the first classified rider could reach the podium for the prize podium procedure.
 - iii. It is requested to leave the bikes uncovered until the end of the podium procedure to allow the TV cameramen to film all the details during the parc fermé. Riders machines must be free from any objects, except the helmet which should be positioned on the fuel tank.
 - iv. Riders are committed to be ready for live flash interviews coordinated by a TV department representative.
- d. Podium ceremony: Only one team representative (press officer, or rider's personal manager), can follow the rider to the pre-podium staging area, TV interview area, and press conferences.
- e. Post-race interviews: During the post-race interviews, it is expressly requested that riders wear only race clothing and try to avoid any other outfits such as masks, wigs, etc.
 - i. Riders cannot put anything on the TV interview podium except the helmets. It is not permitted to bring gloves, water bottle, etc.
- f. **We kindly request maximum collaboration from all team members in order to contribute to the best possible TV images and content.**

5.6 Filming Policy

- a. Photography and videography are allowed in the paddock and hot pit only provided that:
 - i. Such photography and videography may not be used in any broadcast in competition with MotoAmerica or its broadcast partners
 - ii. Team must obtain any necessary rights clearance for any images of the racetrack, facility, other participants, or other third-parties whose images may appear in any such video or pictures prior to any public use
 - iii. No images of MotoAmerica may be used without prior written approval of MotoAmerica
 - iv. No such use shall be inconsistent with the goodwill or image of MotoAmerica
 - v. A usable copy shall be provided to MotoAmerica (who shall be entitled to use it, including, without limitation, a right for MotoAmerica to use any video destined for social media or other media and to add MotoAmerica identification thereto).
- b. Such photography and videography must not interfere with MotoAmerica production crews and must not detract from good visual appearance of paddock.

- c. Videography is not permitted on the track without prior approval, including on-board cameras, except for those supplied by MotoAmerica production crews. All videos including on track footage must be sent to MotoAmerica prior to use for approval and must include all applicable marks. Anyone capturing on track video must wear a video vest and obtain approval. Additionally, MotoAmerica reserves the right to distribute any content obtained using on track footage.

6.0 Transponders

6.1 Transponder Requirements

The team acknowledges and agrees to purchase a transponder, exclusively of the model/type indicated by MotoAmerica, to be used for the automatic time keeping during the entire championship season.

- a. The MotoAmerica official timing is already equipped with the latest X2 technology. Our timing system is able to detect both old (TranX) and new (X2) transponders.
- b. The allowed MyLaps (<http://www.mylaps.com/en>) transponders for 2018 season will be the following:
 - i. TranX series (old)
 - ◆ Mylaps TranX Pro transponder with 12-volt connection (10R037)*
 - ◆ Mylaps TranX Pro transponder (10R036)*
 - ◆ Mylaps TranX 260 transponder (10R027CB)
 - ◆ Mylaps TranX 260 direct power transponder (10R018CB)
 - ii. X2 series (new)
 - ◆ Mylaps X2 Pro (10R201)*
 - ◆ My Laps X2 Pro Plus Transponder, including battery backup (10R200)*
- c. For best results MyLaps suggests the use of only the transponders denoted with *. However, all models listed are legal for competition.

6.2 Triggering

- a. The X2 transponder user will have triggering at each detection loop (start/finish, intermediates, speed-trap, and pit in/out). This triggering can be used for data collection, however, cannot be used in active control strategies.
- b. X2 Potential Future uses (through the CAN bus):
 - i. On-board marshalling lights and flags
 - ii. Monitoring of parameters
 - iii. Results on display including position, gap, difference
- c. Please note that the old TranX transponders are quite tolerant of installation positioning whereas the X2 transponder needs the mounting instructions strictly observed.
 - i. The X2 transponder should be mounted flat for best operation, but can be mounted vertically. Always use the supplied rubbers and top hats or mounting bracket to mount

the transponder. The cable which connects to the transponder needs to be placed as close as possible to the transponder on the same mounting area.

- ii. Avoid cables and/or electronics in an area of 5cm around the transponder as this will affect the transponder signal. In the case of carbon bodywork, there must be a Kevlar window in the fairing under the transponder, as big as possible around the transponder area. The transponders cannot be mounted on or near the engine and/or the exhaust due to heat and vibrations.

7.0 Track radio and timing screens

MotoAmerica Race Control communicates schedule, track, rider and motorcycle status information on the team frequency throughout each race event.

- a. It is MANDATORY that each team possess either a radio or scanner to monitor race control.
- b. Radios must not be capable of broadcasting on the control frequency.
- c. Every team is required to bring an example of their equipment to tech inspection prior to the first on track activity and a log will be maintained to monitor rule compliance.
- d. All teams must have at least one crew member monitor this “listen only” communication channel during all practice, qualifying, and races. Failure to comply may result in a penalty or fine.
- e. Timing screens will be available either or on coax and over network connection. It is the team’s responsibility to provide a TV with digital tuning capability and cables to connect over coax, or a WIFI enabled device.
- f. Race control messages will also be displayed over the timing screens.

8.0 Rule and regulations

Teams and riders are responsible for compliance and knowledge of all rules and regulations.

- a. The technical and sporting regulations are available at:
<http://www.americanmotorcyclist.com/Racing/Story/road-racing-rules>

9.0 Move-In, technical pre-checks, meetings

Move in and initial technical inspection for all 3-day events is on Thursday for Superbike, Supersport, Junior Cup competitors, and also includes alternating 3-day events Stock 1000 and Twins Cup competitors with two races. Entrant and new rider meetings for these classes will be Thursday afternoon, please refer to the event schedule for exact times. Track familiarization for these classes will also be available on Thursday evening. (Move in for 2-day events will be on Friday.)

Stock 1000 and Twins Cup competitors with a single race may move-in on Thursday, but it is not required. Move-in for these single race competitors will be on Friday. There will be entrant/new rider meeting and a track familiarization on Friday afternoon, with initial technical inspection available Friday afternoon. See the event schedule for details.

It is not permitted for riders/teams to tour the track for familiarization or exercise purposes except for during posted track familiarization times.

FAQ'S

What/who is the entrant?

The entrant is the team representative. This can be the rider himself, or someone appointed to manage the team. This individual is responsible for completing all rider entry and credential requests, payments, and ensuring the team/crew/guests comply with all rules and regulations. An entrant must be over the age of 18.

Do racers need credentials?

No, the AMA competition license they have is their credential for the season.

Do racers need health insurance?

Yes, health insurance is required, and policy information must be provided.

What is the difference between MotorsportReg and MotoAmericaRegistration.com?

www.motoamericaregistration.com is MotoAmerica's website for all competitors. It is the hub for all competitor information. MotorsportReg is simply the online registration system that we use to take applications and payments.

If I'm a single event rider, how do I sign up for races?

If you are competing as a single event entry, you must first complete the MotoAmerica Application on MotorsportReg. Once your application is approved, then you may sign up for individual rounds and request crew credentials. You can easily access each round by going to www.motoamericaregistration.com selecting the registration & credentials tab and then click on the round you wish to attend and click *Register Now*.

Does MotoAmerica have transponders for rent at the track?

No, each individual rider must provide their own transponder. If the transponder number changes at any time during the season, then you must notify the tech department, or your times may not be recorded. The transponder must be compatible with MyLaps, and their transponders are available at www.mylaps.com.

How can I receive email updates?

You can use this link to sign up for email updates including schedules, supplemental regulations, bulletins, and other major changes.

<http://motoamerica.us10.list-manage.com/subscribe?u=0b53be8e7e4dd49bf8fd2c3b0&id=d3d77ec95b>

Where can I get information about the track's event schedule and other essential information pertinent to the round I am attending?

If you are on our email list, then you should receive an email prior to the event with the event schedule and supplemental regulations. If you do not receive an email, then you can go to www.motoamericaregistration.com and go to the Calendar page. If you click on the round you are attending then links to the schedule and supplemental regulations will be available 30 days in advance.

FAQ'S CONTINUED

What are supplemental regulations?

Our supplemental regulations are track-specific information for each round. They include shipping address, rules, RV and motorhome parking info, camping, garages, truck wash, tech info, fuel location, and much more. The supplemental regulations are a great tool and should be read prior to every event so that you're well prepared for the weekend.

Who do I talk to about press releases or information changes on the MotoAmerica website?

For all media related questions you can contact our Communications Manager, Paul Carruthers at pcarruthers@motoamerica.com.

Does MotoAmerica have a refund policy for instances where the rider is injured?

No, this is a risk that the rider assumes upon entering.

How do I receive communication at the race track about the schedule, track condition, riders and motorcycles status information?

It is mandatory that each team has a radio or scanner, and it must be inspected at tech prior to the first on-track activity. MotoAmerica uses the radios to relay all race control and other communications during all practice, qualifying, and race times. Radios may be purchased by Tony Cornacchia who can be reached at tony.cornacchia@deirr.com or (770) 897-0051.

Where do I purchase race fuel?

MotoAmerica has named VP MGP as the controlled fuel. You can preorder VP fuel at www.motoamericaregistration.com/fuel

What are the leather and crew shirt requirements?

Leathers must display the MotoAmerica, Dunlop, and series partner logos. If a series partner has not been designated prior to the season, then you may leave the space designated for that logo empty in the event that a sponsor is announced mid-season. Crew shirts are to be worn at all times by all crew members and must have a collar. MotoAmerica, Dunlop, and series partner logos are required. Placement of these logos can be viewed on the diagrams in this link:

<http://www.motoamericaregistration.com/PDF/Bulletins/Competitor%20Bulletin%202001-2019.pdf>

REFERENCES

This page is just a few commonly used references for information throughout the season.
If you can't find what you are looking for, then please never hesitate to contact us.

Licensing Information

<http://www.americanmotorcyclist.com/Racing/Story/professional-licensing>

AMA Membership Renewal

<http://www.americanmotorcyclist.com/For-Members/Renew-Your-AMA-Membership>

Road Racing Rules

(Professional Rules, Sporting Rules, Technical Rules, Approved for Use)

<http://americanmotorcyclist.com/Racing/Story/road-racing-rules>

General Competitor Information

(Licensing, Sanctions, Rules & Regulations, Technical Bulletins, Competitor Bulletins, Logo Files, Media & Promotions)

<http://www.motoamericaregistration.com/competitor-info/>

Entry Options & Pricing

<http://www.motoamericaregistration.com/rider-and-crew-entry/>

Events Page

(Each individual event can be clicked on to take you to the event page. There you can view supplemental regulations, schedule, and other track information)

<http://www.motoamericaregistration.com/2019-competition-calendar/>
