



# 2017 MOTOAMERICA TEAM HANDBOOK

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## 1. INTRODUCTION

The rules listed in this handbook for teams and riders combine the standards, practices, and obligations defined by MotoAmerica which must be observed by teams participating in all classes of the MotoAmerica Championship.

## 2. GENERAL PADDOCK RULES

**IMPORTANT:** All team vehicles, including rider motorhomes, will not be allowed to enter the paddock after or before the hours published in the supplementary regulations. If they get to the circuit after or before these hours, they may have to park outside the paddock.

The paddock will be organized by MotoAmerica staff. Parking of all team vehicles will be under the control of MotoAmerica staff, and all teams must respect the instructions received.

The paddock will be segregated into various areas where teams will be entitled to bring certain vehicles. All vehicles/persons **MUST** have the proper credential to enter the various areas of the track. It is the entrant's responsibility to ensure his 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 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 list will be published in the supplementary regulations for the relevant event.

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.

### 2a) Paddock Opening Hours

Paddock opening 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 at 10:00 a.m. on the Thursday of the event.

### 2b) Hospitality Units

All premier teams will have the requirement to set up their hospitality unit, provided that the unit's presence is guaranteed by the team for all events.

No other teams hold the right to have a hospitality unit.

The hospitality units will be located in the main paddock only 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.

Parties hereby acknowledge and agree that no commercial activities can be carried out in the unit including, but not limited to: sale of merchandise, sale of motorcycle spare parts, and so on.

Under no circumstances is the team allowed to sell within its hospitality unit. 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. 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.

The team guarantees that installation of the hospitality unit's structure will be secure and comply with security regulations of the track. The team will also guarantee security of the structure, and will hold all relevant certifications for MotoAmerica or the hosting circuit to request at any time (including hygiene, safety, social security and accident prevention), the team shall bear any responsibility and all costs for installation, equipment, maintenance and service provided in relation to the hospitality unit.

Maximum size is 100' x 30'.

Units exceeding the measurement stated previously shall be admitted at the discretion of MotoAmerica, which reserves the right to refuse admission and/or may relocate the hospitality unit to a different area. The same principle applies for vehicles that are providing catering services for team members and a limited number of guests and press.



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Vehicles must be personalized with team, sponsors and MotoAmerica Championship logos. Logo size should be appropriate for the size of the transporter used to allow for prominent visibility.

Units must be capable of being erected utilizing exclusively the area allocated, and may not use adjacent areas or supplementary vehicles.

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. Any wastewater from the vehicles must discharge into a holding tank, or via a hose to an approved drain.

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.

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 shown above. 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.

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.

## 2c) Working Structure

The team's working structure will be located in the main paddock only 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. The location of the paddock shall be subject to the exclusive discretion of MotoAmerica. Parties hereby acknowledge and agree that no commercial activities can be carried out in the working structure including, but not limited to, sale of merchandise, sale of motorcycle spare parts, and so on.

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.

Under no circumstances is the team entitled or allowed to sell places within its working structure. The working structure facility provided in the paddock is to be used for the team's personnel, guest and sponsors, and shall not be used otherwise for commercial purposes by the team.

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 MotoAmerica or the hosting circuit to request at any time (including those of hygiene, safety, social security and accident prevention), the team shall bear any responsibility and all costs for installation, equipment, maintenance and service provided in relation to the working structure.

Units exceeding the measurement requested and approved 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. The same principle applies for vehicles that are providing catering services for team members and a limited number of guests and press.

Vehicles must be personalized with team, sponsors and MotoAmerica Championship logos.

Units must be capable of being erected utilizing exclusively the area allocated, and may not use adjacent areas or supplementary vehicles.

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. Any wastewater from the vehicles must discharge into a holding tank, or via a hose to an approved drain.

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.

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.

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 as long as these are no more than 3 feet tall. Tent awnings may be partially or fully closed during inclement weather. Teams may erect barriers that are modular and transparent, and are positioned in such a way that the public can come close to said area without disturbing the work of the team.

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.

All equipment necessary for the operation of the working structure unit including, but not restricted to, stairs, lockers, air-conditioning units, generators, etc., must be contained within the maximum dimensions allotted. 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.

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.

## 2d) Private Cars

Private vehicles are prohibited from entering any area of the paddock. Exceptions will only be made for deliveries of equipment and catering supplies and those with a 2017 Transport Pass. 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 20 minutes. Delivery hours are any time on Thursday, and before 8:00 a.m. and after 5:00 p.m. on Friday thru Sunday. During Dorna events this delivery access may be abridged. Entrants whose crew or guests violate this policy may be fined.

## 2e) Scooters

Teams, manufacturers, and service companies may use scooters for paddock transportation. Each scooter must display a scooter pass on the front of the vehicle issued by MotoAmerica. 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.

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.

Scooters must be normal production models with same silencing effect as a standard system and maximum displacement of 125cc. Children under the age of 16 years old, other than competitors at the event, are not permitted to ride a scooter. Teams may also choose to use electric powered scooters in place of motorized scooters, except where local rules prevail.

The speed limit in the paddock for scooters is 10 mph.

The use of motorcycles, mini-motos, motorized skateboards, or any other petrol powered vehicle for paddock transportation is strictly forbidden.

The use of scooters is subject to local laws, therefore, users must comply with all relevant rules bearing full responsibility for their actions.

## 2f) Team Presentation

Every team in the MotoAmerica Championship must have a recognizable and presentable team uniform with all branding required by competition bulletin 2017-01.

Team uniforms must be worn by team members at all times during the event weekend while at the facility. The only exception is the rider while wearing leathers with all branding required by competition bulletin 2017-01.

## 2g) Hot Pit

Hot pit assignments will be made by MotoAmerica. 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 MotoAmerica's discretion.

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.

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.



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## 2h) Starting Grid

Grid access is permitted ONLY to the holders of a proper credential; a hot pit access credential must be visible at all times for security. It must be shown to security at the entrance of the grid and during the starting procedure in order to avoid any delay.

No more than five people per rider (including promotional model) are allowed on the starting grid. All VIP guests, technical suppliers, journalists, and extra team members must leave the grid at the five minute board.

Everyone on the grid must wear proper closed shoes for safety reasons; no flip-flops or sandals will be permitted. The only exception is the promotional model.

## 2i) Noise Restrictions

Engines may not be started before 7:00 a.m. on any day, and must be turned off no later than 9:00 p.m. No noise will be allowed from 11:00 p.m. to 7:00 a.m.

## 2j) Liquidated Damages

In case of any breach or infringement of any of the above mentioned rules, 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.

## 3. 2017 PASS SYSTEM

### 3a) Rules

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

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.

All credentials/passes are for personal use and not transferable.

The possession of the credential/pass does not exempt the holder from complying with local laws and regulations.

It is forbidden to tamper with the MotoAmerica credential/pass for any reason.

The credential/pass holder has full responsibility for the use of the pass, including his/her personal safety.

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.

**A permanent season credential is not valid without a photograph and the correct 2017 lanyard according to pass level. All other cords/strings are not permitted at any time or in any instance.**

The credential must be worn visibly at all times, and if it is necessary, credentials must be shown together with valid identification of the holder.

The team is responsible for the behavior of its guests. Guests must respect the instructions of officials. The team must keep an accurate record of the number of passes issued to all its guests.

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 for its sole use, and these will be valid for every applicable MotoAmerica event. Applications for crew credentials shall be submitted to MotoAmerica by the team by completing the online credential request. Failure to complete this request in full and upload the necessary digital photographs may result in no credentials being available for pickup at the event..

The teams and the credential holders shall not perform activities other than those for which the credential was originally issued.

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.

The teams and pass holders shall comply with any limitation and restriction on the use of the passes, if and when required, by the local organizer and/or authorities.

In case of any breach of the aforementioned 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.

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.

If MotoAmerica 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 back.

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.

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.

### 3b) Validity of Credentials 2017

#### CREDENTIAL ACCESS LEVELS

- Red: All Access
- Blue: Paddock and Hot Pit
- Blue with Media: Paddock, Hot Pit, Media Room
- Black: Paddock, Hot Pit, VIP areas
- Green: Paddock only

#### PARKING PASSES

- ALL: All Access/Officials Parking
- P1: Teams, guests, media
- T: Transporter pass, issued at sole discretion of MotoAmerica, allows for paddock parking

### 3c) Registration Center

The registration center is usually located at the main entrance of the circuit, and the location will be stated in the supplemental regulations for each event.

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. In principle, the registration center will be open the following hours:

Thursday 10:00 - 5:00 p.m. Friday 7:00 - 5:00 p.m. Saturday 7:00 - 5:00 p.m. Sunday 7:00 - 12:00 p.m.

On Thursday afternoon, only passes requested prior to the deadline will be issued, all others may submit request forms and pick up the passes on Friday morning. Teams must request guest passes prior to the deadline. If a team misses the deadline, then they may come to the registration center and request passes to be held at registration starting on Friday morning.

## 4. ORGANIZATION & MEDIA

### 4a) Promotional Activities

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

Press Conference: ensure the attendance of each rider and team managers, or a team PR representative to all the press conferences, open paddock activities, autograph sessions, and photo sessions.

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 the riders should be escorted by the relevant team's PR representative immediately after the end of the Superpole. The first three classified riders in each class shall also be requested to attend the press conference afterward.



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TV Interviews: ensure that the riders are available during the event for interviews with the television/radio stations indicated by MotoAmerica.

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. Teams are also encouraged to apply to participate in these sessions by emailing [registration@motoamerica.com](mailto:registration@motoamerica.com). Teams who participate should provide a minimum of 100 posters for each rider for each event. Teams should instruct each of their riders to autograph and distribute posters to the fans in attendance as scheduled by MotoAmerica. Teams who participate in the pit walk or other activities must maintain a professional and tidy appearance of all paddock and hot pit areas.

Media Relations: ensure that the pit areas assigned are kept open and accessible to journalists and photographers provided that they do not interfere with team activity;

National Anthem: Teams should ensure proper respect is shown to any nations national anthem.

Tires: ensure that motorcycles participating in the event exclusively use tires produced and supplied by Dunlop.

MotoAmerica logo on rider leathers: ensure that rider leathers have stickers or badges with the MotoAmerica logo.

Podium: ensure that if any of the team's riders are classified among the first three finishing positions in each class that they:

Reach the Parc Fermé underneath the podium immediately after the checkered flag.

Reach the podium when escorted from Parc Fermé.

Riders must wear leathers to all podium ceremonies.

riders and teams must proceed to the podium without delay. Riders or teams who delay the podium ceremony may be subject to penalties such as fines. If a g is displayed, ALL riders must cross the finish line and continue on for an additional lap (cooling down lap) before going under the instructions of the marshals to the Parc Fermé. To ensure the production of the podium ceremonies, all At that point, the marshals will separate the top three riders and direct them to the Podium Parc Fermé.

The area underneath the podium, or an alternative area agreed by MotoAmerica, 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 staff, and limited to the rider, one mechanic, one rider assistant, and one team representative.

From the Parc Fermé riders are escorted to the podium and post-race interviews.

#### 4c) MotoAmerica Social Media Guidelines

It is suggested that all riders and teams utilize Facebook, Twitter, and Instagram accounts. Those accounts should be verified as a public figure if possible. 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.

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 #MotoAmerica, to fully link the entire paddock. Additionally, MotoAmerica will provide event specific tags, such as #MotoAmericaTexas.

MotoAmerica will 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.

MotoAmerica will also accept submissions for sharing on our social media or website, where appropriate. Submissions can be sent to [pressreleases@motoamerica.com](mailto:pressreleases@motoamerica.com). Content will be distributed on social media, press releases page, or on the main page of MotoAmerica.com dependent on quality, relevance and timeliness, determined solely by MotoAmerica.

## 5. CHAMPIONSHIP LOGOS – USAGE

### 5a) 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.

[http://www.motoamericaregistration.com/PDF/Bulletins/Motoamerica\\_Logos-Final\\_2016%20-%20Team-Rider.pdf](http://www.motoamericaregistration.com/PDF/Bulletins/Motoamerica_Logos-Final_2016%20-%20Team-Rider.pdf)

These logos are available for downloading from: <http://www.motoamericaregistration.com/competitor-info/>

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.

NO COMMERCIAL USE WILL BE AUTHORIZED. NO USE MAY CONFLICT WITH THE SPONSORS OF MotoAmerica OR BE INCONSISTENT WITH ITS GOODWILL AND IMAGE.

### 5b) MotoAmerica Logos on Rider Leathers and Crew Shirts

All teams must comply with Competitor Bulletin 2017-01.

### 5c) MotoAmerica Logos on Motorcycle

All teams must comply with Competitor Bulletin 2017-02

## 6. TELEVISION

Due to the increased importance of the TV image quality distributed around the world, MotoAmerica has decided to give a few guidelines in order to facilitate the job of the TV department, aimed boosting the value of the TV images.

The MotoAmerica TV staff will constantly monitor clothing, relevance, and number of team members present in the following areas:

- Starting Grid
- Pit Garages
- Parc Fermé

Moreover, anyone who is a part of the TV scenario is kindly asked to: always show a positive and cooperative attitude towards the cameras; consider the TV initiatives as strategic to the growing image of MotoAmerica; Focus on the best possible presentation of the riders and of the whole team.

### 6a) 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.

A positive attitude of everyone towards them will help the overall TV production of the event. These cameramen will wear the official bibs all the time.

### 6b) On-Board Cameras

The “on-board camera” systems will be placed on selected bikes. Teams involved in the project will receive detailed information from the TV department. **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.**

### 6c) Paddock and Hot Pit

The appearance is very important for television. Therefore, the layout and presentation of the space is important for TV cameras. This can be achieved by strategic positioning of the rider’s seat, a good placement of sponsor panels, and a tidy and clean look.

### 6d) Team Members – To-do

TEAM PRESENTATION:

The uniform of team members is also important for good television impact.

Team uniforms should always be worn in the pit garages, paddock structures, in the pit lane, on the grid, and on the podium.

#### ATTITUDE:

A positive and cooperative attitude of all the team members towards the TV cameras is important for a good TV product: everyone is an actor and is part of the TV show! The reaction of the team members is something spectacular and requested by TV networks.

#### BIKES:

In order to help the TV cameras in their movements around the bike on the grid, team members should leave space on one side of the bike. It is important to be able to show and give relevance to the bike during the TV coverage on the grid, which includes the graphic information on the bike/manufacturer/team.

Moreover, the following moments have to be considered as INSTITUTIONAL: PARC FERMÉ:

Only three mechanics per rider are allowed to enter into the Parc Fermé.

The team manager of the first classified rider could also enter into the Parc Fermé, and reach the podium for the prize podium procedure.

It is requested to leave the bikes uncovered until the end of the podium procedure in order to allow the TV cameramen to film all the details during the Parc Fermé. Bikes have to be free from any objects, except the helmet which should be positioned on the bike's tank.

Riders are committed to be ready for live flash interviews coordinated by a TV department representative.

#### PODIUM CEREMONY:

Only one team representative (press officer, or rider's personal manager), is allowed to follow the rider to the pre-podium staging area, TV interview area, and press conferences.

#### 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.

Riders cannot put anything on the TV interview podium except the helmets. It is not permitted to bring gloves, water bottle, etc.

We kindly request maximum collaboration from all team members in order to contribute to the best possible TV images.

### 6e) Filming Policy

Photography and videography is 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; and (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). Such photography and videography must not interfere with MotoAmerica production crews and must not detract from good visual appearance of paddock. Videography is not permitted on the track, including on-board cameras, except for those supplied by MotoAmerica production crews.

## 7. TRANSPONDERS

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.

The MotoAmerica Official Timing is already equipped with the last X2 technology, they are able to detect both old (TranX) and new (X2) transponders.

The allowed MyLaps (<http://www.mylaps.com/en>) transponders for 2017 season will be the following:

TranX series (old)





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- Mylaps TranX Pro transponder with 12 volt connection (1OR037)\*
- Mylaps TranX Pro transponder (1OR036)\*
- Mylaps TranX 260 transponder (1OR027CB)
- Mylaps TranX 260 direct power transponder (1OR018CB)

X2 series (new)

- Mylaps X2 Pro (1OR201)\*
- My Laps X2 Pro Plus Transponder, including batter back up (1OR200)\*

For best results MyLaps suggests the use of only the transponders denoted with \*. However, all models listed are legal for competition.

## TRIGGERING

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.

X2 Potential Future uses (through the CAN bus):

- On-board marshalling lights and flags
- Monitoring of parameters
- Results on display including position, gap, difference
- Others

**Important remark:** Please note that the old TranX transponders are quite tolerant of installation positioning whereas the X2 transponder needs the mounting instructions strictly observed.

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.

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 has to 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.

## 8. TRACK RADIO AND TIMING SCREENS

MotoAmerica Race Control communicates schedule, track, rider and motorcycle status information on the frequency throughout each race event. It is **MANDATORY** that each team possess either a radio or scanner to monitor MotoAmerica Race Control. Radios must not be capable of broadcasting on the control frequency. 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. 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 by Race Direction. Timing screens will be available both on coax and over network connection. It is the team's responsibility to provide a TV with digital capability and cables to connect over coax, or a WIFI enabled device. Race Control messages will also be displayed over the timing screens.

## 9. RULES AND REGULATIONS

Teams and riders are responsible for compliance and knowledge of all rules and regulations. The technical and sporting regulations are available at: <http://americanmotorcyclist.com/Racing/RoadRacing/RoadRacingRules.aspx>