



2024 MOTOAMERICA TEAM HANDBOOK

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.

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MARCH 7-9	DAYTONA 200
APRIL 19-21	MOTOAMERICA SUPERBIKES AT ROAD ATLANTA
MAY 17-19	MOTOAMERICA SUPERBIKES AT BARBER
MAY 31 - JUNE 2	MOTOAMERICA SUPERBIKES AT ROAD AMERICA
JUNE 14-16	MOTOAMERICA SUPERBIKES AT BRAINERD
JUNE 28-30	MOTOAMERICA SUPERBIKES AT THE RIDGE
JULY 12-14	MOTOAMERICA SUPERBIKES AT MONTEREY
AUGUST 16-18	MOTOAMERICA SUPERBIKES AT MID-OHIO
SEPTEMBER 13-15	MOTOAMERICA SUPERBIKES AT TEXAS
SEPTEMBER 27-29	MOTOAMERICA SUPERBIKES AT NEW JERSEY





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1.0 General paddock rules

- a. Paddock move-in is a scheduled exercise. Team vehicles 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.
- b. 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.
- c. No cars including SUVs and pickups are permitted to be parked in the paddock. Unauthorized vehicles found unattended in the paddock will be towed and/or fined. Fines are the responsibility of the entrant.
- d. 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, and/or expulsion from the event.
- e. If power is available in the paddock or in the RV Parking area you must pay an additional fee to plug in. Any wastewater from vehicles or facilities must discharge into a holding tank, or via a hose to an approved drain.
- f. 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 controlled by MotoAmerica at each event.
- g. 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.
- h. 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.
- i. 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.

1.1 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 AM. Failure to comply with paddock closing hours may result in a fine levied on the entrant.

1.2 Hospitality units

All “premier teams” are expected to set up a hospitality unit, provided that the unit’s presence is guaranteed by the team for all events.

- a. No other team holds 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, etc. unless approved.
- d. The hospitality unit is to be used for the team’s personnel, guests, and sponsors; it 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. 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. The entrant will be responsible for any facility repair resulting from the installation of the awning, etc.
- m. Any wastewater from vehicles or facilities must discharge into a holding tank.
- n. The 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

- a. Teams must complete the MotoAmerica Paddock Footprint Request. Please email paddock@motoamerica.com with additional concerns or changes. 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. *Mini Cup teams will be located near the Mini Cup Track.
- b. Competitors are allotted a working footprint of varying size dependent on class and entry type.
 - 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
 - iv. Mini Cup classes
 - a. Single Event entry maximum size 30'X25' working trailer including awning
 - v. Baggers Class
 - a. Single Event entry maximum size 30'X25' working trailer including awning
 - vi. Super Hooligans
 - a. Single event entry maximum size 30'X25' working trailer including awning
- c. Premier teams are allotted one (non-power) space for one RV – this must be requested online to be issued. All others need to pay the RV parking fee charged through the online request.
- d. RV's will be allowed to be the team working vehicle only if it fits in the allotted dimensions for the rider entry type and must be covered by a canopy or EZ ups to maintain a working structure appearance. RV's with no clear working structure may be moved to the competitor RV parking area and charged the Additional RV Parking fee of \$100.
- e. Additional RV Parking will be available upon request online for each event. This parking will NOT include power and will be located in one section of the paddock, or in a close by location.
- f. If available teams can also purchase camping through the venue or MotoAmerica Ticketing.
- g. The location in the paddock shall be subject to the exclusive discretion of MotoAmerica. Preference will be given to those teams with branded working vehicles, trailers, canopies, EZ ups, etc.
- h. 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, etc. unless approved in advance.*
- i. Under no circumstances is the team entitled or allowed to sell space within its working structure unless approved in advance.



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- j. 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.
- k. 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)
 - ii. POS display may include sales materials educating consumer about the product/service
 - iii. POS display may not include marketing giveaway items
 - iv. Lead generation for team and/or rider ONLY and to ONLY be conducted by team reps
 - v. Team sponsored umbrella persons and/or mascots
 - vi. Team sponsored giveaways
 - vii. 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
- l. 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.
- m. 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.
- n. 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.
- o. The team shall bear any responsibility and all costs for installation, equipment, maintenance and service provided in relation to the working structure.
- p. 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.
- q. Vehicles must be personalized with team, sponsors, and MotoAmerica Championship logos.
- r. Working structures must be capable of being erected utilizing exclusively the area allocated and may not use adjacent areas or supplementary vehicles.
- s. 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.
- t. Any wastewater from vehicles or facilities must discharge into a holding tank, or via a hose to an approved drain.
- u. The 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.
- v. 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.
- w. 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.



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1.4 Private vehicles

- a. Private vehicles are prohibited from entering any area of the paddock except at the designated time at the end of move in to unload equipment. **All Tow vehicles* and passenger vehicles will need to park in the designated P1 parking lot.** **with the exception for tractor-trailer rigs.*
- b. Exceptions will only be made for deliveries of equipment and catering supplies and those with a transport or delivery pass. Vehicle may not remain in the paddock.
- c. Only authorized vehicles may park in the paddock – any prohibited vehicles will be towed/fined up to \$500.
- d. 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. Each team may receive one (1) scooter pass per rider (Premier teams may request 2 per rider). Additional passes may be purchased for \$50 each.
- c. **Teams must include liability insurance coverage for the scooter.**
- d. **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.
- e. 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.
- f. Scooters must be a standard production model equipped with a roadworthy exhaust silencer and a maximum displacement of 125cc. **The use of motorcycles, mini-motos, motorized skateboards, or any other petrol-powered vehicle for paddock transportation is strictly forbidden.**
- g. Teams may also choose to use electric powered scooters in place of motorized scooters, except where local rules prevail.
- h. **Minors under the age of 16 years old, with the exception of competitors in the MotoAmerica championship, are not permitted to ride a scooter.** **Mini Cup competitors may NOT operate or recreate on wheels anywhere in the paddock.**
- i. The speed limit in the paddock for is 10 mph.
- j. The use of scooters is subject to local laws; therefore, users must comply with all relevant rules bearing full responsibility for their actions.
- k. Golf carts are not recommended. If a team wishes to use a golf cart in the paddock it may only be used to transport equipment/personnel and may not be parked anywhere except in the teams allotted paddock space. Golf carts also must have a scooter sticker - \$50 per sticker.



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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 01-2024.

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 01-2024.

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. Canopies/EZ ups should be branded and 10'X10' unless given prior approval.
- 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. Minimum age 16 enforced for hotpit and grid access.

- a. All persons on the grid must have a grid pass or media credential.
- b. No more than five (5) crew members per rider (including promotional model) are allowed on the starting grid, unless otherwise stated due to special requirements.
- c. All VIP guests, technical suppliers, journalists, and extra team members must leave the grid at the five-minute board.
- d. 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.



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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 paddock 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 season 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. Working season credentials and single event credentials require the holder to personally have a current AMA membership.
- p. 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.



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- q. 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.
- r. 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.
- s. In the 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.
- t. 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. Purple: Paddock, hot pit
 - iii. Purple with Media: Paddock, hot pit, media room
 - iv. Orange: Paddock only. No hot pit access
- b. WRISTBAND ACCESS LEVELS
 - i. Purple: Paddock, hot pit
 - ii. Orange: Paddock only
- c. PARKING PASSES
 - i. ALL: All access/officials parking
 - ii. P1: Teams, media
 - iii. Paddock: issued at sole discretion of MotoAmerica, allows for paddock parking with in/out access

2.3 Team Changes

The entrant is responsible for notifying the Registration Manager if any changes are made to the Team name and sponsor and/or the bike make/model or rider. This notification should be prior to the event so that entry lists and results will be correct.



2.4 Industry Will Call

The MotoAmerica Industry Will Call 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 prior to arrival at Industry Will Call.**

- a. The opening hours of the Industry Will Call 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 8:00 a.m. - 5:00 p.m.
 - ii. Friday 7:00 a.m. - 5:00 p.m.
 - iii. Saturday 7:00 a.m. - 5:00 p.m.
 - iv. Sunday 8:00 a.m. - 1:00 p.m.
- b. **On Thursday only credentials/passes requested before the official deadline will be issued.**
- c. Credential cards requested after the deadline will not be available till Friday and may have delays at pickup due to printing requirements.
- d. **Riders do not need to request credentials – the rider competition license operates as a season credential and is available only at the track and after completing the registration process.**
- e. **All credential holders must have a current AMA Membership.**
- f. Credential Pricing
 - i. Season Working Credential - \$750 (Lost season credential replacement fee - \$100)
 - ii. Single Event Wristband - \$125 (after deadline - \$150)
 - iii. Paddock Wristband (3-day access) - \$75
- g. Credential Requests: available at www.motoamericaregistration.com/rider-and-crew-entry/
 - i. All credentials and guest passes must be requested by the entrant of the team using the MotorsportReg credential request which is available at the website above. **No in-person requests will be allowed.**
 - 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; (Daytona 200 exceptions also will be in place – TBA)
 - iii. All credentials and passes must be picked up in person at the registration center at the track – picture ID and completed adult speed waiver required for all credentials. **Please alert guests/crew to office hours.**
- h. Single Event Credentials for crew, guests, etc. must be requested and paid for each round that the individual is attending. Credentials may be requested in advance, and the early-bird pricing ends at the credential request deadline which is roughly one week before each event. Credentials cost \$125; if requested after the deadline, the price increases to \$150. Credential purchase requests are processed immediately and require redemption after the transaction with the holder's name. (Link for redemption provided on confirmation screen)
- i. **Rider/Crew Late Arrival Procedure** - In the event that a rider or crew member won't be able to make it to the track to pick up their credential on Thursday/Friday before Will Call closes (5 p.m.), there is an alternative to ensure they get into the track that evening. The entrant may request a temporary wristband for the late arrival which must be exchanged for the intended pass during open hours the next morning. You will need to meet the crew member at the gate to give them the pass for temporary entry.



Registration Deadlines

	2024 Event	Entry Deadline	Credential Deadline
Daytona	Daytona	Thursday, February 15, 2024	Sunday, March 3, 2024
Round 1	Road Atlanta	Thursday, March 28, 2024	Sunday, April 14, 2024
Round 2	Barber	Thursday, April 25, 2024	Sunday, May 12, 2024
Round 3	Road America	Thursday, May 9, 2024	Sunday, May 26, 2024
Round 4	Brainerd	Tuesday, April 23, 2024	Sunday, June 9, 2024
Round 5	Ridge	Thursday, June 6, 2024	Sunday, June 23, 2024
Round 6	Laguna	Thursday, June 20, 2024	Sunday, July 7, 2024
Round 7	Mid-Ohio	Thursday, July 25, 2024	Sunday, August 11, 2024
Round 8	COTA	Thursday, August 22, 2024	Sunday, September 8, 2024
Round 9	NJMP	Thursday, September 5, 2024	Sunday, September 22, 2024

RV and Garage Request Available:

	2024 Event	RV & Garage Requests Available
Daytona	Daytona	Monday, January 15, 2024
Round 1	Road Atlanta	Wednesday, February 28, 2024
Round 2	Barber	Monday, March 25, 2024
Round 3	Road America	Tuesday, April 9, 2024
Round 4	Brainerd	Tuesday, April 23, 2024
Round 5	Ridge	Monday, May 6, 2024
Round 6	Laguna	Monday, May 20, 2024
Round 7	Mid-Ohio	Tuesday, June 25, 2024
Round 8	COTA	Monday, July 22, 2024
Round 9	NJMP	Monday, August 5, 2024



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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. Qualifying and post-race press conferences: Ensure that riders who finished in the first three positions in qualifying and races 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 session.
 - 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, will be required to participate in a fan hot pit walk and/or autograph sessions. **Premier teams who do not participate may be fined or removed from the premier program.**
 - 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.



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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.
- e. Podium ceremonies will be limited to the rider, and two (2) team representatives.

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, you include either a tag of MotoAmerica's official page, or the hatch tag #MotoAmerica, to fully link the entire paddock. Additionally, MotoAmerica will provide event specific hash tags, such as #MotoAmericaTexas.
- d. 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.
- 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.



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4.0 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: [2024 Logo Styles Document](#)
- 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 01-2024 at link: <http://www.motoamericaregistration.com/PDF/Bulletins/Competitor%20Bulletin%2002-2024.pdf> or for the Baggers Class: <http://www.motoamericaregistration.com/PDF/Bulletins/Competitor%20Bulletin%2004-2024.pdf>

4.3 MotoAmerica Logos on Motorcycle

- a. All teams must comply with Competitor Bulletin 02-2024 at link: <http://www.motoamericaregistration.com/PDF/Bulletins/Competitor%20Bulletin%2001-2024.pdf> or for the Baggers Class: <http://www.motoamericaregistration.com/PDF/Bulletins/Competitor%20Bulletin%2004-2024.pdf>

5.0 Television

Due to the ever-increasing demand of MotoAmerica and competitor sponsors MotoAmerica has a few guidelines to assist the television production team, aimed at boosting the value of the television content and quality. We must keep an 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.

5.1 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 always wear the official bibs.

5.2 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.

5.3 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.

5.4 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 the Parc fermé. *See technical rules article 2.12*



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- 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 to contribute to the best possible TV images and content.**

5.5 Filming Policy

- a. 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
 - 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, including on-board cameras, except for those supplied by MotoAmerica production crews.



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6.0 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 rider must use a different transponder for each class.

6.1 MyLaps

- 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 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)*
 - Mylaps X2 Pro Plus Transponder, including battery backup (10R200)*
 - iii. Mylaps TR2 Transponder (new)
- c. For best results MyLaps suggests the use of only the transponders denoted above with *. However, all models listed are legal for competition.

6.2 Triggering

- d. 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.
- e. 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
- f. 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.



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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 Rules and regulations

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

- g. The technical and sporting regulations are available at: <https://americanmotorcyclist.com/road-racing-regulations/>

9.0 Move-In, technical pre-checks, meetings

- h. All premier Superbike and Supersport teams will be included in move in group A which will start at 9:00 AM. Season teams will be listed next followed by all single event riders. To have the best chance of being included in the earliest move in groups, and receiving a priority spot, a rider should have a branded trailer or tow vehicle, branding awnings or EZ ups, flooring or mats, and keep a neat and tidy appearance.
- i. Move in groups will be assigned to the rider/team based on status, size, and appearance. Complete the MotoAmerica Paddock Footprint form for paddock parking and move in consideration. If you wish to change your footprint, contact the paddock manager by email at paddock@motoamerica.com
- j. Check the supplemental regulations for each event and the posted move in schedule online at www.motoamericaregistration.com
- k. Move in and initial technical inspection is on Thursday for all classes. Mandatory Entrant and New Rider meetings for all classes will be Thursday afternoon: please refer to the event schedule for exact times. Track familiarization will also be available on Thursday evening.
- l. It is not permitted for riders/teams to tour the track for familiarization or exercise purposes except for during posted track familiarization times.
- m. Towing - Any vehicle left unattended in the paddock without the proper pass displayed, will be towed. Fine is \$250 for the first infraction. \$500 for the second infraction. Reduction in track time for team for third infraction. Zero Tolerance on unauthorized vehicles in the paddock. Email: paddock@motoamerica.com with comments, issues will not be dealt with until after the event.



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. The information is located www.motoamericaregistration.com and go to the calendar tab. Select the round which then links to information on that round including the schedule and supplemental regulations which will be available 30 days in advance.



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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, refunds are not issued after a rider goes on track - this is a risk that the rider assumes upon entering. However, single event entry fees for future events may be credited or refunded depending on the situation.

How do I receive communication at the racetrack 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?

Fuel must be pre-ordered online from VP Racing Fuels here: www.motoamericaregistration.com/fuel
Fuel will be available at all tracks. Location information will be listed in the supplemental regulations and the facility map prior to each round.

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/competitor-info/>



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/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/competition-calendar/>
