

2027 PROMOTER HANDBOOK

MRC MOTORSPORT RACING CANADA

PRO NATIONALS · EVENT OPERATIONS GUIDE ///

Makita TRIPLE CROWN SERIES

2027 MRC PRO NATIONALS PROMOTER HANDBOOK

Triple Crown Series · Canadian Pro Motocross Championship Sanctioned by Motorsport Racing Canada (MRC) · Promoted by Jetwerx

This handbook is the working guide for every facility hosting a round of the 2027 MRC Pro Nationals, the Triple Crown Series. It sets out the standards for sanctioning, insurance, staffing, marketing, site setup, race-weekend operations, teardown and post-event reporting. It also explains what MRC and Jetwerx provide and what the host promoter is responsible for. Specific details may not apply to every event. Regional, Provincial, Amateur National and Pro National organizers should use their judgment when interpreting this information and contact MRC/Jetwerx with any questions.

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ABOUT MRC

Motorsport Racing Canada (MRC) is a Canadian organization driven by marketing and membership. It is committed to the growth and development of competitive off-road motorcycle racing at every level: amateur, professional, regional and national. MRC exists to enhance, communicate and promote motocross for the benefit of participants, spectators, organizers and the industry, and so to support the stability, growth and social and political acceptance of the sport.

MRC is responsible for setting, implementing, maintaining and developing standards for the rules of competition, officiating, organization and promotion of events. MRC seeks out promotional opportunities that benefit the overall membership.

The Body of MRC Triple Crown Series National Championship

MRC is made up of four groups:

1. **Teams.** Teams are responsible for the conduct of their riders, personnel and associates, and for ensuring compliance with MRC rules, credential requirements, parking policies and event procedures.
2. **Racers.** Racers are responsible for their own conduct and the conduct of their associates, in line with MRC rules and standards.
3. **Regions.** Regions are responsible for running MRC-sanctioned events in their territories. A sanction is granted on the understanding that the region will maintain the standard set by MRC.
4. **Promoters.** Promoters are responsible for providing goods, services, money or other benefits to racers, organizers or MRC in a manner consistent with MRC standards. In return, they receive the benefits of association or of specifically contracted arrangements.

Purpose of This Handbook

This handbook covers a baseline of how to organize safe, smooth-running National motocross events. It guides the organizer through the process and helps develop and maintain standards of operation.

MRC Head Office	
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Email	info@jetwerx.ca
Website	mrcracing.com
Series website	triplecrownseries.ca

2027 SEASON AT A GLANCE

Classes: 450 Pro · 250 Pro/Am · WMX · Schedule, results and series information: **triplecrownseries.ca**

Round	Date	Venue	Location
1	Sunday, June 13, 2027	Wild Rose MX	Calgary, AB
2	Sunday, June 20, 2027	Prairie Hill MX	Pilot Mound, MB
3	Sunday, July 4, 2027	Gopher Dunes MX	Courtland, ON
4	Sunday, July 11, 2027	Motocross Ste-Julie	Ste-Julie, QC
5	Sunday, July 18, 2027	Sand Del Lee MX	Ottawa, ON
6	Sunday, July 25, 2027	Riverglade MX	Moncton, NB
7	Sunday, August 1, 2027	MX Deschambault	Deschambault, QC
8 (Finale)	Sunday, August 15, 2027	Walton Raceway	Walton, ON

CHAPTER 1 — SANCTION AND INSURANCE

MRC Sanction Program

MRC works to keep a close working relationship with all of its sanctioned tracks, wherever they are located. All operations run through the MRC Head Office. An experienced staff member is available from 9:00 a.m. to 5:00 p.m., Monday through Friday, to handle most requests, inquiries and problems.

A **sanction** is MRC's permission and approval to hold an event at a specific location on a specific date. By holding a sanction, the organizer has paid a fee for the right to run the event and agrees to:

- comply with MRC guidelines;
- meet the criteria in this handbook, the Sanction Agreement and the 2027 MRC Pro Rulebook; and
- conduct the event in compliance with all local, regional, provincial and federal laws.

What a Sanction Provides

An MRC sanction provides:

- assurance that the event is exclusive to that area on the scheduled date;
- an event listing on the MRC website and in regional and national promotional material;
- the forms needed to run the event;
- online MRC membership applications; and
- the series-provided staff listed in Chapter 2 (positions marked *).

Sanctions cannot be transferred or assigned to another group, and sanction fees are non-refundable. MRC may refuse to grant a sanction, or cancel one already granted, if doing so is in the best interest of the sport. Reasons include, without limitation, a violation of the rules of competition.

Insurance

All MRC events must carry adequate liability coverage. The amount of coverage required may vary with the promoter, the event and the location. Discuss all National insurance inquiries and payment procedures **at least 30 days before the event** so there is enough time to process the application.

Risk Management

The organizer of an event may be held liable for everyone associated with it, including spectators, riders, pit crews, media, sponsors and staff. The organizer's potential liability grows as attendance grows. Running the

event responsibly and designing a good site layout and track reduces that liability to a degree, but not all risk can be eliminated. That is why insurance exists.

Liability insurance transfers the risk to a company, which accepts a premium against the chance that it may have to fund the organizer's potential liability.

Riders, crew and spectators who ignore the rules, question decisions unnecessarily or defy authority are the people who most often create claims. The organizer or Head Referee should courteously ask such individuals to leave the event immediately and refund their admission.

CHAPTER 2 — EVENT PERSONNEL

All staff in every position should be experienced and well informed about their responsibilities. Make sure everyone is identifiable through name badges, event shirts, designated stations and similar measures.

> *** Series-provided:** MRC supplies all positions marked with an asterisk (*) for the National event.

Race Director*

The Race Director works as the day and event manager. Duties include:

- reviewing staff assignments before the event;
- informing the appropriate staff of changes to rules, class structure, points structure, moto format, race format, environmental considerations, timing and software management;
- providing a master computer (preferably with at least one supporting computer) with working software and database; and
- acting as an ambassador for the sport, the association and future events.

Head Referee*

The Head Referee is in charge of the event for the day and is accountable to MRC. The Head Referee:

- understands the rules of competition and ensures that racers and organizers comply with them;
- may direct the event based on the policies in this handbook;
- provides sanction assessments to MRC; and
- receives and decides all protests, subject to appeal.

Safety Marshal*

The Official reports directly to the Head Referee and is second in command. This official ensures that racers and organizers alike comply with MRC rules and regulations. The Safety Marshal's main duties are to give

the racers a safe track, train and position the flaggers, coordinate with the medical team and assist the Head Referee directly.

Clerk of the Course*

The Clerk of the Course is usually the event administrator. Duties include, but are not limited to:

1. posting a list of all events;
2. receiving all entries, checking riders' MRC cards and collecting rider entry fees;
3. selling MRC memberships and collecting the fees;
4. checking rider classification and residence and placing riders in the proper class;
5. making sure rider information is entered into the race software;
6. Confirm gate order from timed qualifying results (later motos are staged by the previous moto's finish) and giving the staging crew the staging order for all Pro motos;
7. performing other duties assigned by the referee;
8. hiring additional administrative help, usually one more experienced person at registration to assist the Clerk of the Course, plus one person to distribute trophies and Pro payback, help collect transponders and handle general inquiries; and
9. answering general questions and concerns during the day.

Finish Line Official

The Finish Line Official assists the Head Referee by ensuring that racers and organizers alike comply with MRC rules and regulations. This official's main duty is to give the racers flag direction on the track, including:

- blue flag (lapper) signals;
- halfway signals;
- last-lap signals; and
- the finish-line signal (checkered flag).

The Finish Line Official also flags disqualified racers off the course, displays any other signal flags the referee directs and confirms and coordinates timing with the referee. For Nationals, this person should have at least three years of experience.

Flaggers

The Head Referee and Safety Marshal decide how many flaggers are needed. The organizer must make sure enough trained personnel are available for the event and must appoint a **Flagger Leader** to organize the flaggers and act as the single point of contact for the referee.

- At MRC Pro Nationals, flaggers should be mature in age and judgment.
- The promoter should meet with the Flagger Leader to go through every aspect of the day and the flagging team's specific requirements.
- Flaggers should be available **one hour before practice begins** so the Head Referee or Safety Marshal can brief them and put them in position.
- The Head Referee or Safety Marshal may suspend the event if they judge that the flaggers are not keeping the course safe for any reason.
- Flaggers should be clearly identified as a group (for example, with brightly coloured matching T-shirts) and as individuals, so each person is accountable.

Flagging can be a thankless job: dirty, wet and long. Make every effort to help the flaggers feel part of the event. Rotations, food, refreshments, a uniform, thanks from riders and organizers, a letter of appreciation and souvenir shirts or hats all show this important group that it is valued.

Staging and Starting Gate Operator

One person is required at Pro National staging to give direction and call riders to the gate in the order set by timed qualifying (seeded and unseeded qualifying groups, per the MRC Pro Rulebook, Ch. 6, Sec. C). This person stages the riders in the staging order provided by the Clerk of the Course. They must be focused and strong-willed and able to keep firm control of the staging area and the gate.

Another person, or the same person if necessary, operates the starting gate. The gate operator and Head Referee will discuss the Pro National starting gate procedure before the first qualifier. This person reports directly to the Head Referee or, in the Head Referee's absence, to the Safety Marshal or the Clerk of the Course.

Scoring Personnel

Scorers track rider positions during races (motos) and record each rider's finishing position accurately. They need good concentration and excellent eyesight to read racers' number plates. Scorers must know the race-day schedule and keep a copy of it on hand at all times.

Each National race day should have **two experienced scorers**.

Runner

The runner carries moto results to the operations/registration area and carries first-moto results to the staging personnel and the announcer. The runner also posts results after each moto.

Announcer

The announcer makes announcements throughout the event, including:

- colour commentary for the race day;
- reminders to riders about which class is due in the staging area;
- thanks to the appropriate sponsors;
- public service announcements (PSAs); and
- crowd-control support for the medical team during a medical situation.

Test the sound system well before the event and make sure it works properly. The announcer will receive announcer sheets with rider names, numbers, bike makes and sponsors before the National. The announcer will be contacted to ensure they are well versed on all aspects of the National weekend. .

Support Class Operations Leader

The amateur support classes need one person to compile moto results and enter them into the MRC database program on a compatible computer. The database calculates final day positions, staging order, the day's points and series points. A printer produces copies of results for posting and for staging and the announcer.

The National Staff do not run a full amateur program, so this person also distributes awards, handles all amateur inquiries throughout the day and directs all amateur support staff. The Clerk of the Course will meet with the Support Class Operations Leader beforehand to discuss the order of events, duties and procedures.

Gate Leader

The Gate Leader organizes and leads the team that charges and collects the per-person race-day admission fee from riders and spectators alike. The Gate Leader organizes all gate staff, is the point person for any inquiries and reports directly to the promoter and/or the Clerk of the Course to turn in all money collected.

Emergency Medical Attendants

An emergency response or rescue team is **mandatory** at all MRC-sanctioned events.

- The promoter pays for this emergency service.
- The team must meet provincial EMR (Emergency Medical Responder) standards.
- The EMR team must be able to transport a patient from the track to a hospital.
- Before the event, the promoter must give MRC the lead medic's contact information, the local hospital and travel times.

- For MRC Pro Nationals, the lead paramedic's name and the travel time to the local hospital must be filed **no later than two weeks before the National**.

MRC strongly urges its promoters to lead on safety. Have four-wheel-drive vehicles, such as side-by-sides (e.g., Rhinos), available to transport injured riders.

Track Lead

An experienced track lead can make or break an event. Have this person contact MRC so they fully understand the expectations, demands and track requirements for preparing and maintaining the event track.

Support Staff

At MRC Pro Nationals, extra staff can greatly improve the event's appearance and presentation. Adding three to four staff for two hours each on Saturday and Sunday can transform your event.

Triple Crown Series — Regional Official Support Program

An opportunity for regional motocross referees to gain experience alongside the Triple Crown Series officiating crew and bring that knowledge back to their local racing communities.

Program Experience

Participating regional referees will shadow the Pro referees over two days, learning about race procedures, communication, rider safety and event operations. On Sunday, participants will assist with blue-flag duties under the direction of the Pro officiating crew During the National event

Participant Package

- Complimentary event admission and camping.
- Triple Crown Series hat and apparel.
- Complimentary photo of the participant working at the event.
- Daily lunch and drinks
- Participation in the National event.
- Certificate of appreciation.

Regional Coordination

Work with regional racing organizations and National host tracks to nominate local referees. Confirm participant numbers, availability and assignments before each round.

Program Goal: Build stronger connections between regional racing and the National series, support the development of local officials and recognize the people who help deliver racing across Canada.

Pro National Series Staff Rates

Position	Rate
Head Referee	Series provided
Safety Marshal	Series provided
Clerk of the Course	Series provided
Official	TBD
Blue Flag Officials	TBD
LiveLaps	Series provided
Scorekeepers / Gate	TBD
Flaggers	TBD

Staff Confirmation

Submit all vital staff lists to the MRC Head Office for confirmation **no later than two weeks before the National**. Submit regional rates for staff.

CHAPTER 3 — MARKETING AND MEDIA RELATIONS

Before launching your event's marketing, write a short paragraph that captures what makes your weekend special, the atmosphere you want to create and how you want people to feel. Highlight the full experience—from racing and family activities to food, camping and evening entertainment. Give fans a reason to make plans, bring friends and stay for the weekend by showing them that your event offers much more than just a motocross race. Referencing this written event scope will help make decisions to achieve the goals of the event.

Event Advertising Plan

MRC-Sanctioned / Triple Crown Series Advertising Benefits

- **Website listing:** every sanctioned event is listed on the MRC and Triple Crown Series websites.
- **National event promotion:**
  - Pro Rider Package (inclusion in national promotions)
  - Email newsletter access (event details shared with MRC and Triple Crown Series subscribers)
  - Media releases (featured in MRC press releases)
  - National poster listing (event featured on official posters)
  - Series advertising (promotion across MRC platforms)
- **E-newsletter advertising** (recommended for extra visibility): promote event details such as camping availability, directions and event highlights.

Additional Advertising Options

Local and Industry Print Advertising

- **Local newspapers:** target key regional publications for event announcements.
- **Industry publications:** use motocross and motorsport magazines for event exposure.

Broadcast Advertising

- **Local radio:** affordable spots on regional stations reach local motorsport enthusiasts.
- **Local television:** local cable networks offer cost-effective advertising.

Digital and Social Media Advertising

Facebook and Instagram are the primary social media tools:

- Create event pages and boost posts to reach local riders.
- Use video teasers and rider interviews to build engagement.
- Use Instagram Reels and Stories for event countdowns and behind-the-scenes content.
- Engage local riders with hashtags and geotags.
- Run paid promotions targeting motocross and off-road riding communities.

Direct Email and Mail Campaigns

- Use MRC's email list to send event invitations and updates.
- Consider a direct mail campaign to registered riders in the surrounding areas.

Posters and Flyers

Posters and flyers build grassroots awareness locally:

- Place them in motocross shops, powersports retailers, restaurants, gyms and community centres.
- Partner with local businesses to display event materials.

Promotions

Promotions build exposure and excitement for the event. Typical ideas include:

- a sweepstakes or contest to win prizes and tickets to your event;
- special promotions such as extra prizes or guaranteed trophy payback;
- inviting local radio or TV to do a live remote from the event site on race day, where the station may also give away prizes to spectators; and
- mock races with media personalities (if they can ride).

Sponsorship

Sponsorship can increase event revenue, offset operating costs and strengthen connections with local businesses. **Start by working with the Jetwerx team** to build sponsorship packages and identify valuable deliverables that your event can offer.

Begin outreach **several months before the event**, allowing businesses time to plan budgets and promotional activities. Approach local, regional and national companies whose customers align with your event's audience.

Building and Selling Packages

1. **Create clear sponsorship levels.** Offer packages with defined benefits and pricing, with opportunities to customize them around a partner's goals. Confirm title and presenting opportunities with Jetwerx before offering them.
2. **Offer measurable value.** Benefits may include event signage, digital promotion, public-address announcements, vendor or activation space, hospitality and community promotions. Any series or broadcast deliverables must be approved by Jetwerx before being promised.
3. **Reach the right decision-maker.** Send a concise proposal to the owner, marketing manager or regional representative, then follow up to arrange a conversation.
4. **Understand the sponsor's objectives.** Build the proposal around what matters to them, such as brand awareness, customer engagement, product sampling or sales.
5. **Put the agreement in writing.** Clearly outline fees, payment dates, deliverables, deadlines and the responsibilities of both parties.

Delivering and Reporting

Assign a contact to manage each sponsor's requirements before, during and after the event. Ensure all agreed benefits are delivered and collect photos, promotional examples and available audience or engagement results.

After the event, provide a brief report showing what the sponsor received. Follow up to discuss feedback and opportunities for the following season.

MRC/Jetwerx will provide sponsorship templates and vending contracts to support a consistent, professional approach across all Nationals.

Important: Event sponsorships must be reviewed with Jetwerx to ensure they do not conflict with National Series sponsors or category exclusivity agreements.

Host Hotel

Before the event, find a hotel close to the track. Contact the hotel's sales department with the approximate number of rooms participants and staff will use, and negotiate a special room rate.

Series Logo

The organizer may use the Series logo on any promotional material for the National event. All Logos are located on the series website www.triplecrownseries.ca

Logo use guidelines: are outlined on the series website. If there is any questions contact the Jetwerx Office directly.

Media Relations

Keep local newspapers, television and radio informed about your event. Well-briefed media can build excitement and awareness through their coverage. If motocross is new to the area, provide an introduction to the sport. Accurate information is essential, and Jetwerx can assist with facts and series background.

Series media partners, including **MXP Magazine, SpecMoto and Direct Motocross**, play an important role in telling your event's story. Provide a designated media workspace near the podium, with access to power and internet so they can recharge batteries, upload and download files, and manage equipment.

Reach out to motocross media well before your event to share schedules, key storylines, access details and interview opportunities. Consistent communication helps them plan their coverage and showcase your race.

News Releases

The news release is the basic way to communicate with the media. Provide a well-prepared release that answers who, what, when, where and why. Keep it to a single page and include a good, clean, high-resolution photo whenever possible.

Chamber of Commerce

As soon as a race date is confirmed, contact the local Chamber of Commerce, which can publicize event information in its publications. Send a fact sheet, photos and any other information requested. Make the Chamber a friend, not a foe.

Signage

- Contact local businesses about putting up welcome signs for racers and teams.
- Put up plenty of directional signage to lead people to the event. MRC recommends white coroplast signs with black lettering for clean, bold directions.
- Signage is an essential and cost-effective way to promote your event.

Book essential services early to make sure they are available.

CHAPTER 4 — RACE SITE SETUP AND OPERATIONS

Event Set Up and operations are a year-round exercise. Use the months between events to develop ideas, improve your facility and build systems that benefit both the next race and future events. Attend other races, learn from other facilities and connect with fellow promoters to identify what works and where you can improve. Turn those lessons into a clear plan with priorities, timelines and responsibilities, giving your team a strong foundation for a successful event.

Safety and Track Design

Set up the course and the entire event site safely and efficiently. Keep staff, racer and spectator safety in mind when designing the layout.

- Trim back trees and other obstacles that could be hazardous.
- Park trucks, tractors and water trucks used to haul equipment or groom the track away from spectators and racers but close enough to the event to reach quickly. Never park this equipment right next to the track, where a rider could hit it.

Design the track to work with the natural features of the land. All the National tracks have great natural features, and designers are encouraged to build on them.

- Supercross-style whoops are **not permitted**.
- Supercross-style obstacles are **not encouraged**.

Contact MRC/Jetwerx at any time to share track ideas and get guidance.

Emergency Medical Vehicle

Park the emergency response vehicle close to the race course. Emergency response personnel must be able to respond to emergencies safely and efficiently.

- We recommend that the EMR team has good communication systems and an ATV or side-by-side (e.g., a Rhino) for reaching injured riders.
- All emergency staff should have a map showing the routes to injured riders.
- The emergency vehicle area must not be blocked, or be at risk of being blocked, by other vehicles.

Timeline:

- Contact emergency teams **12 weeks before your date**, with a follow-up at **4 weeks**.
- Contact local police, hospitals and emergency agencies well in advance with the expected attendance, the type of event and the dates.
- Keep a map to local hospitals and their contact information at the front gate at all times.
- For MRC Pro Nationals, file the lead paramedic's name and the travel time to the local hospital **no later than two weeks before the National**.

Track Preparation and Water Supply

Make every effort to finish track preparation by **Friday**. Grooming will continue, but the major building and construction of the course must be finished by Friday. Put fencing in place before riders and spectators arrive to mark the boundaries of restricted areas.

Recommended Equipment

We strongly suggest that every track have:

Equipment	Quantity
Dozer (D3 or D4)	1
Gas-powered trash pump	1
Payloader	1
Tractors	2
Portable generator	1
Light stand	1
Chisel plow	1
Water tank (1,500–2,000 gallon)	1
ATVs	2
Diesel or PTO water pumps	As required

Be prepared with:

- backup parts;
- a heavy-equipment mechanic to contact in an emergency; and
- a tire repair company contact.

Watering

- A water truck or watering system must be in place for inspection on the **Thursday before race day** to ensure racing safety.
- Covering 1 acre with 1 inch of water takes about **27,000 US gallons**. Getting water in deep before race day is crucial.
- For most tracks, especially those with a clay base, start watering **no later than the Wednesday before the National**. Water as close to evening as possible so the water can soak in overnight.
- Throughout National weekends, keep watering lightly and often to control dust without creating puddles.
- There is **no watering during Pro National practice, qualifiers or motos**.

Finish Line and Transponder Loop

Positioning the Detection Loop

Install all detection-loop wiring timing-system to manufacturer's installation guidelines. Incorrect installation can seriously degrade system performance.

Before installation, check the following:

- Position the loop so the transponder is above the centre of the loop when the front of the motorcycle crosses the finish line.
- Make the loop 60 cm (2 ft) wider than the track, extending 30 cm (1 ft) past each side.
- The loop can be used on a track up to 12 m (39 ft) wide.
- The loop is sensitive to interference, which cables can sometimes emit. Where possible, keep other cables at least 5 m (16 ft) from the loop.
- To avoid false readings, make sure vehicles on other parts of the track cannot come within 5 m (16 ft) of the loop.

Installing the Detection Loop

On dirt tracks, install the loop in plastic conduit no deeper than 30 cm (1 ft) below the surface. Choose a depth where motorcycles cannot dig out the loop, but stay within the maximum loop-to-transponder distance of 120 cm (4 ft) for motorcycles.

1. Once the loop position is set, dig two trenches about 60 cm (2 ft) apart. The loop should be 60 cm (2 ft) wider than the timing width, extending 30 cm (1 ft) past each side.
2. Pull the loop wires through the plastic conduit and cut off the excess wire. While pulling the loop wire through, it is a good idea to pull a second, non-metal wire through as well, so it can be used to install a new loop wire if the first is damaged.

3. Once all wires are installed, slide a heat-shrink sleeve over one end of the loop wire.
4. Solder the loop wire end to the short wire end of the connection box. The solder should flow through the entire joint, not just around it.
5. Slide the heat-shrink sleeve over the soldered joint and hold it over a heat source to shrink it.
6. Repeat steps 3 to 5 for the second end of the loop wire.
7. Test the loop as described below.
8. Fill the trench and conduit with sand. Make sure motorcycles cannot dig out the conduit.

Testing the Detection Loop

Test the loop after installation to make sure it works correctly. We also recommend repeating the test at the start of each race event.

1. Connect the loop to the decoder and to the computer running the timing software.
2. Check the background noise, which the timing software updates every five seconds. It should read between **0 and 40 points**. A higher reading may mean interference from other electrical equipment in the area or a poor loop installation. Try switching off any suspect equipment or removing nearby objects, and check whether the reading improves. Short-wave radio transmitters can raise background noise, especially at night.
3. On a correctly installed loop, a transponder signal should be picked up at the same distance along the entire loop. Consult the timing-system manufacturer's periodic loop-testing guide.
4. Check transponder signal strengths during a test with bikes. A good loop gives consistent signal strengths of **at least 100 points** with a hit rate of **at least 10 points**. The hit rate may vary with passing speed (slower passes give higher hit counts), but signal strength should stay consistent.

Scoring Area

- Place scoring close to the finish line so lap scorers can read the numbers on the bikes clearly and without obstruction.
- Place it close to the tabulation area so results can be passed along quickly.
- Place it somewhere safe, clear of riders who might leave the course.
- MRC's 24-foot Administration Trailer must be **within 100 feet of the finish line**, with a clear, unobstructed sight line, to keep the wireless computer connection.

Pit Area, Spectator Control and Facilities

Pit Area and Spectator Control

- Lay out the pits so spectators are encouraged to move through them.

- Spectators are **prohibited on the course** during the event, and their presence is cause to stop the race. Station staff at likely spectator entry points to keep people off the track.
- Signage marking spectator areas will prevent much confusion.
- Separate the spectator area from the track with pennants, fencing and/or banners.

Admission

Promoters must provide a professional, welcoming entrance with staff equipped with current will-call and approved hard-card lists, the series credential access chart and emergency contacts. Reliable internet for credit/debit payments and adequate cash floats must be available. Admission staff must verify credentials and apply access requirements consistently: Series approved Media, Staff and Pro Team working Tier 1 credentials permit Thursday–Sunday entry; Tier 2 credentials permit Friday–Sunday entry. Credentials do not include camping fees.

Guest-pass requests must be submitted by **5:00 p.m. on the Tuesday before each event** and approved by both the promoter and Triple Crown Series. Guest passes do not permit early move-in or access to restricted operational areas. Credentials are non-transferable and must be visible in restricted areas; a hard card alone does not authorize starting-line, staging, track, infield or production access. Lost cards must be reported to Jetwerx and carry a **$50 replacement fee**. Misuse may result in revocation, and Jetwerx may restrict access for safety or event operations.

Portable Toilets

- Provide a **minimum** of **15 portable toilets, 1 wheel chair accessible toilet** and a minimum of **3 hand-wash stations**, accessible to both riders and spectators.
- Book a Sunday-morning cleaning with the provider.
- Place one portable toilet close to the starting line.

Security

Security is an essential part of the National.

- Security staff should be highly visible, with a **minimum of two on duty at all times** throughout the weekend, including overnight.
- Industrial construction lights are a strong theft deterrent, particularly in the Pro rig area.

Teams and Rigs

- Expect a **minimum of 6 team rigs**, each needing a **95 ft × 40 ft** space on level ground with water run-off for washing. Each rig holds 500 gallons of water and can use 1,500 gallons over a race weekend.

- There are typically **3 to 4 factory-supported Teams** who also need proper frontage, at about **60 ft × 40 ft** each.
- Rigs need a flat, dry area and get parking priority from the series promoter, which will provide detailed parking instructions. The presentation of the rigs is a key part of the National experience.
- Arrange a mobile water-loading system and have the phone number of a local mobile truck wash.
- Many tracks provide wood chips, weed trimmers and lawn mowers that teams can use to tidy their own pits, which adds to the overall presentation of the event.
- For good access and pit movement, set aside camping, parking for rental cars and support vehicles separate from team parking.
- Have set rates and pre pay options for amenities like water, pump out, catering etc.

TRIPLE CROWN SERIES

2027 NATIONAL TEAM FOOTPRINT

TRANSPORTER AND TENT SPACE – SERIES APPROVED RETAIL

For 2027, National teams will be permitted to use their footprint of the transporter and tent for display and defined within the space. Any retail (merchandise, apparel, accessories, etc.) must be series approved.

SERIES APPROVAL

All on-site retail must be approved by the Triple Crown Series prior to the event. Please contact the series office for approval details and requirements.



Note: Diagram for illustration purposes only. Actual team setup, configuration and awning/tent sizes may vary, provided the total footprint remains within 90' (length) x 30' (width) and all retail is series approved.

KEY POINTS

- Teams may use their existing footprint of the transporter and tent for display and defined within the 90' x 30' pit space.
- Any retail (merchandise, apparel, accessories, etc.) must be series approved.
- Total pit space: 90' (length) x 30' (width).
- Please contact the Triple Crown Series for approval details and requirements.

Registration and Administration

- On-site amateur registration should be easy to reach from the pit area. If no trailer or booth is available, provide at least a pop-up canopy (e.g., an EZ-UP).
- Provide one table for administration and one table where riders can fill out entry forms.

- Pro registration takes place in the LiveLaps Trailer.
- MRC supplies all race entry forms, membership forms and waiver forms.

Starting Gate

MRC-sanctioned events aim for a fair starting system.

- A **40-rider starting gate is mandatory**.
- All gates must be evenly spaced, **40 inches wide**, and rest at least **20 inches** off the ground.
- MRC strongly encourages all tracks to use a dirt start.
- If the track has a concrete start, a gas sweeper and/or gas blower is required to keep the start fair. The concrete must be even and uniform across the back of the gate.
- All gates must have a rear restraint 8 ft behind the gate in the down position (e.g., railroad ties or markers) to stop riders rolling back.

> **Rulebook reference (2027 MRC Pro Rulebook, Ch. 6, Sec. D-1, Starting Areas):** For motocross, the starting area should be at least 140 ft wide at the gate and at least 20 ft wide where it enters the track, and about 120 ft long before it enters the track. A mechanical backward-falling gate should be used, with the gate handle enclosed (about 48 in. high) so riders cannot see the drop. All gates should have a rear restraint 8 ft behind the gate in the down position (e.g., railroad ties or markers). For concrete pads, event organizers may clean the pad in front of and behind the gate.

Staging

- Locate staging between the pits and the starting line.
- Riders in staging must not interfere with racers on the track or with spectator traffic.
- Only riders and one pit crew member or mechanic each may enter staging.
- MRC recommends numbered posts for riders to line up at, to keep staging organized.
- Place a portable toilet near staging for riders to use before their moto.

Mechanics' Area

The mechanics' area should be ideally located approximately **15-20 seconds after the finish line**, allowing teams to relay lap times to riders during qualifying.

The area must be flat, provide safe entry and exit for riders, and be accessible to team personnel without crossing the track. Team and rider safety should be considered while determining mechanics area.

Jetwerx will provide a **10′ × 20′ tent**, generator, Starlink connection and monitor so teams can view lap times.

Announcing Area

- In the weeks leading up to a National ensure the Announcer is well verse in riders, teams and the series results.
- Ensure the announcing team has series PSA, event scripts and understand their role through out the weekend.
- The announcer needs a clear view of the track. A stage or platform can be built to provide it, but it must not block spectators' view.
- Arrange well in advance either for the announcer to bring the necessary equipment or for it to be provided.
- Point speakers toward the pits so riders can hear the announcer. However, it is not the announcer's job to tell racers their race times. Riders are responsible for knowing when they race from the posted schedule.
- Test your sound system in advance to make sure it is loud enough and evenly distributed for the fans.

Podium

Each track should provide a designated podium area. Ideally, the stage should be at least 3 feet high, with a minimum 10′ × 15′ deck surface.

A wooden base is preferred to allow the series backdrop to be securely attached. The stage must be stable and provide safe access for riders and event personnel.

The track is responsible for providing:

- 9 bottles of champagne or sparkling water for podium celebrations.
- 9 trophies for the top three finishers in each class: WMX, 250 and 450.

Television and Live Streaming

National TV Production

The video production crew (National TV coverage) arrives on the **Thursday** of the event.

- The Production trailer needs a flat spot, usually in the infield or next to the track.

- The crew will lay television cable to network the cameras and may need help from a dozer or trencher to run cable under the track.
- Track workers must know where the cable is buried so they do not damage it.
- Cameras location require **scaffolding, raised platforms or Skyjacks** to film from. It is criticals to contact Jetwerx prior ot the events to discuss the needs for your event.

Track Presentation for Television

To present a well-prepared, well-maintained track on camera, complete the following before the event:

- Prune trees back from the track.
- Cut weeds and long grass to a manageable height.
- Clearly define the mechanics' area.
- Keep all visible man-made structures (flagger huts, scoring booths, announcer towers) well maintained and, if necessary, freshly painted.
- Create an out-of-sight but easily reached area off the track for equipment. Large machinery can block cameras or spoil the look of the broadcast.

Minimum Internet Requirements for Live Streaming

Uploading live video from Triple Crown Series events needs a fast, stable internet connection with high upload speed. The exact requirement depends on video resolution, frame rate and streaming platform.

Recommended upload speeds by resolution

Video resolution	Frame rate	Minimum upload speed	Recommended upload speed
720p HD	30 fps	3–4 Mbps	5–6 Mbps
1080p Full HD	30 fps	6 Mbps	8–10 Mbps
1080p Full HD	60 fps	10 Mbps	12–15 Mbps
4K Ultra HD	30 fps	15 Mbps	25 Mbps
4K Ultra HD	60 fps	25 Mbps	35 Mbps

> **Note:** A professional-quality stream at 1080p/60 fps needs at least **10–15 Mbps** of upload speed.

Type of internet connection

- **Fibre internet (best option):** symmetrical upload and download speeds with **low latency**.
- **Dedicated cellular (5G or 4G LTE with bonding):** if fibre isn't available, use a bonded **LiveU** or **Teradek VidiU** device to combine multiple LTE networks.
- **Starlink (satellite internet):** Option for remote tracks, but with **higher latency**.
- **Dedicated Wi-Fi or Ethernet at the venue:** wired Ethernet is always preferred over Wi-Fi.

Exhibit Area, Concessions and Food Sales

Set up exhibits in **high-traffic** areas near the spectator area. The exhibit area must not interfere with rider pit areas or staff areas. National staff can help you design your midway.

Trash and Waste Oil Containers

- Put out enough trash containers before racing starts and empty them as needed. We recommend emptying them every night of the event.
- Provide clearly marked waste oil collection.
- Fix any source of fuel or oil spillage.

Series Staff Arrival

MRC Pro Nationals staff arrive on the **Thursday morning** before the National weekend to give direction and help continue the preparations described in this chapter. National staff will be on hand to answer all questions, assess the track, make any needed adjustments and begin Pro pit parking. The rest of the Pro Nationals staff and the television crew arrive throughout the day on **Friday**. Contact information for these individuals will be provided before the event.

Banners and Track Personnel

- Jetwerx/MRC's two transport rigs arrive **no later than the Wednesday** before the event: a 53-foot transport rig and the 24-foot Scoring Trailer, which must be placed next to the finish line.
- Bannering begins on the Thursday/Friday of the event and continues up to and during the motos. The more staff you have to help dress the track, the more professional and prepared your event will look.
- Discuss banner locations with Jetwerx in advance to make sure the equipment, water and locations all work, so banners do not have to be moved or taken down during the event. Having a **teleboom, skyjack or loader** available for set up and tear down are critical pieces of the event.

CHAPTER 5 — EVENT TEARDOWN

As the final moto wraps up after a long weekend, it is natural to feel that the job is done. However, a successful event includes a complete and organized teardown. Plan Sunday's teardown in advance, assign clear responsibilities and remind staff that this final push is part of the event. Completing the work while the crew and equipment are still on-site saves time, reduces costs and avoids carrying unfinished tasks into the days ahead. Have a small BBQ or cold drinks ready afterward to thank the crew and give everyone a chance to unwind together.

Immediate Teardown After Racing

Banners and Signage

- Have a support team prepared to tear down with the Jetwerx team.
- Have required equipment prepared for end of the day teardown, (loader, ATV, Teleboom)
- Identify which banners are reusable and which need to be disposed of.
- Set up a designated signage drop-off area for the Jetwerx team.
- Make sure facility staff know where the disposal sites are.

Garbage and Waste Disposal

- Have a roll-off dumpster on site for immediate waste collection.
- Equip staff with rubber gloves, hand sanitizer and proper waste-disposal tools.
- Assign a waste management team to start clean-up as soon as the event ends.

Financial Management and Invoicing

Receipts

- Submit all receipts to **accounting@jetwerx.ca** as soon as possible after the event.
- Use digital copies or a shared folder for easy access and tracking.

Pre-Approval for Major Purchases

- Jetwerx must approve any major expense on behalf of the series **before the event weekend**.
- Keep a record of approvals in case of audits or questions.

Post-Event Reporting

Event Report

- Record contact details for key vendors, sponsors and operational staff.
- Record what worked well and what needs improvement.
- Note any unexpected issues and how they were resolved.
- Identify new opportunities for growth (better crowd flow, signage, partnerships).

Continuous Improvement

- Use event reports to improve logistics, planning and execution for future events.
- Share insights with Jetwerx and in internal team debriefs to improve future

CHAPTER 6 — EVENT EVALUATION

MRC will provide a critique of the event and positive suggestions for future events.

Please complete the **Pro National Evaluation/Media Support form** and return it to the MRC Head Office **within two weeks of your National**.

KEY CONTACTS

Role	Name	Email	Phone
Series Promoter/CEO (MRC/Jetwerx)	Justin Thompson	justin@jetwerx.ca	850-625-9103
Series Manager (MRC/Jetwerx)	Brett Lee	brett@jetwerx.ca	519-525=6409
Website/Membership	Jacob Watters	jacob@jetwerx.ca	
Credentials	Tia Thompson	Tia@jetwerx.ca	
Accounting (receipts and invoicing)	Bubba Banyia	accounting@jetwerx.ca	

Websites: **mrcracing.com** · **triplecrownseries.ca**

APPENDIX A — PROMOTER TIMELINE

This timeline summarizes deadlines stated elsewhere in this handbook. Chapter references are in brackets.

When	Action	Ref.
Several months before	Begin selling sponsorships	Ch. 3
As soon as the date is confirmed	Contact the local Chamber of Commerce	Ch. 3
Well in advance	Book essential services; contact local police, hospitals and emergency agencies; secure a host hotel and negotiate a room rate	Ch. 3, 4
12 weeks before	Contact emergency medical teams (follow up at 4 weeks)	Ch. 4
At least 30 days before	Discuss National insurance inquiries and payment with MRC	Ch. 1
Before the event	Have the Track Lead contact MRC; meet with the Flagger Leader; test the sound system; arrange the announcer's equipment; discuss banner locations with Jetwerx	Ch. 2, 4
Before the event weekend	Get Jetwerx approval for any major series expense	Ch. 5
2 weeks before	Submit vital staff lists to MRC Head Office; file the lead paramedic's name and hospital travel time	Ch. 2, 4
Wednesday before	MRC transport rigs arrive (53-ft rig and 24-ft Administration Trailer); begin watering at the latest	Ch. 4
Thursday before	Water truck or watering system ready for inspection; MRC Pro Nationals staff arrive (morning); bannering begins (Thursday/Friday)	Ch. 4
Friday	Major track construction complete; fencing in place before riders and spectators arrive; TV production and remaining series staff arrive	Ch. 4
Race weekend	Flaggers available 1 hour before practice; no watering during Pro practice, qualifiers or motos; at least 2	Ch. 2, 4

	security staff at all times; trash emptied nightly; Sunday-morning portable toilet cleaning	
Immediately after racing	Begin teardown and waste clean-up; set up the signage drop-off for Jetwerx	Ch. 5
As soon as possible after	Submit all receipts to accounting@jetwerx.ca	Ch. 5
Within 2 weeks after	Return the Pro National Evaluation/Media Support form to MRC Head Office	Ch. 6

APPENDIX B — SITE AND EQUIPMENT CHECKLIST

This checklist summarizes requirements stated elsewhere in this handbook.

Safety and medical

- [ ] EMR team meeting provincial standards, able to transport to hospital
- [ ] Four-wheel-drive side-by-side or ATV for rider extraction
- [ ] Unobstructed emergency vehicle area near the course
- [ ] Hospital map and contact information at the front gate
- [ ] Route map for all emergency staff

Television and track signage

- [ ] Scaffolding, All Terrain Lift Platform or scaffolding for camera locations
- [ ] Tele handler, loader or skyjack for starting and finish line structures
- ATV or UTV

Track and equipment

- [ ] Dozer (D3/D4), payloader, 2 tractors, chisel plow, 2 ATVs
- [ ] Gas-powered trash pump, diesel or PTO water pumps, 1,500–2,000 gallon water tank
- [ ] Portable generator and light stand
- [ ] Backup PTO parts, heavy-equipment mechanic contact and tire repair contact
- [ ] Water truck or watering system
- [ ] Fencing and pennants separating spectators from the track

Start, staging and scoring

- [ ] 40-rider starting gate (gates 40 in. wide, at least 20 in. off the ground)
- [ ] Gas sweeper or blower (concrete starts)
- [ ] Numbered staging posts and a portable toilet near staging
- [ ] Detection loop installed and tested
- [ ] Clear sight line for the Administration Trailer within 100 ft of the finish line

Paddock and facilities

- [ ] Level space for at least 6 team rigs (95 × 40 ft) plus 3 to 4 support riders (60 × 40 ft)
- [ ] Mobile water-loading system and local truck-wash contact
- [ ] Separate parking for rental cars and support vehicles

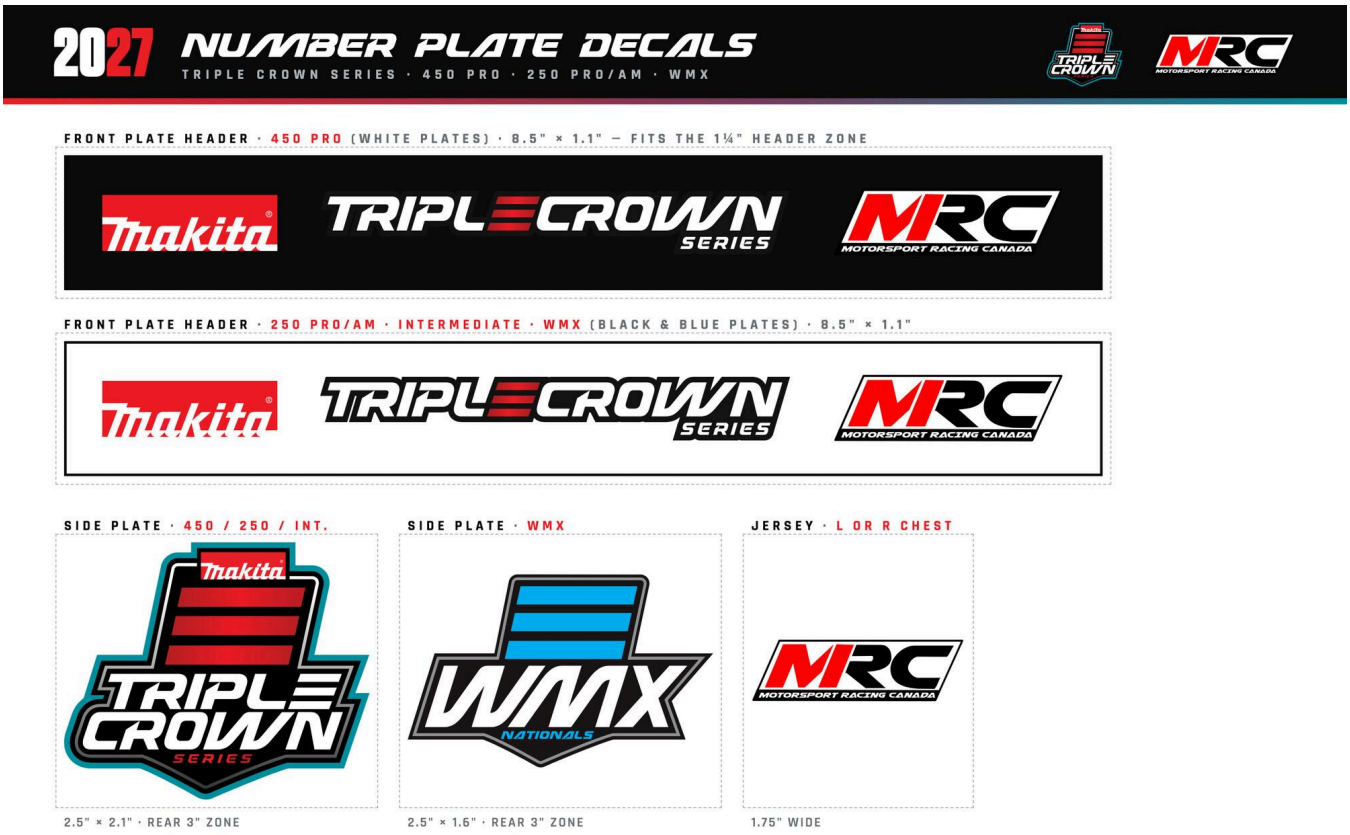
- [ ] At least 15 portable toilets and 3 hand-wash stations (one toilet near the start)
- [ ] At least 2 security staff at all times; construction lights in the rig area
- [ ] Trash containers and clearly marked waste oil collection
- [ ] Roll-off dumpster for teardown

Registration and presentation

- [ ] Amateur registration trailer, booth or pop-up canopy with two tables
- [ ] Announcer platform with a clear view; speakers aimed at the pits; sound system tested
- [ ] Flat spot for the 40-ft TV production bus; cable routes marked
- [ ] Trees pruned, grass cut, structures maintained or painted
- [ ] Directional and welcome signage in place

APPENDIX C — 2027 NUMBER PLATES

Every rider in the 450 Pro, 250 Pro/Am, Intermediate and WMX classes must run the 2027 plate layout shown here. Tech inspection checks all three plates for the correct number and background colours and for the official front plate header and side plate decals. Post this page at registration and tech, and point riders to the downloads below.



2027 TRIPLE CROWN SERIES · NUMBER PLATE DECALS · REF. MRC 2027 PRO RULEBOOK CH. 2, SEC. B DESIGN APPROVAL: INFO@JETWERX.CA · TRIPLECROWNSERIES.CA

2027 PLATE EXAMPLES

HOW 2027 PLATES SHOULD LOOK ON THE BIKE



2027 TRIPLE CROWN SERIES · PLATE EXAMPLES · ILLUSTRATIVE NUMBERS ONLY

TRIPLECROWNSERIES.CA

2027 number plate guidelines and vector decal files (front plate headers and logos, SVG / PDF): triplecrownseries.ca/rider-services#number-plates