



# REGULATIONS

## 18<sup>th</sup> BOL D'ARGENT

14<sup>th</sup>/15<sup>th</sup>/16<sup>th</sup>/17<sup>th</sup> September 2023

Circuit Paul Ricard – Le Castellet

## **Article 1 - PRESENTATION**

The Bol d'Argent is organised by the ASSOCIATION MOTO-CYCLECARISTE DE FRANCE and AMCF SPORT, on the Paul Ricard circuit at Le Castellet, from 14th until 17th September 2023.

It's organised under the care of the French Motorcycling Federation and the Motorcyclist Leagues of Provence and Ile de France.

The Event received the FFM Visa N° (pending)

This competition will pass during a round of 3 Hours Friday 17<sup>th</sup> September 2023.

## **Article 2 - SECRETARIAT OF THE ORGANISATION**

Before the event:

### **AMCF SPORT**

12 rue Mozart 92587 Clichy cedex - France

Phone : +33 1 41 40 31 28

E-MAIL : [sport.organisation@editions-lariviere.com](mailto:sport.organisation@editions-lariviere.com)

During the event (with effect from Monday 13<sup>th</sup> September 2021):

### **CIRCUIT PAUL RICARD**

RDN8 2760 Route des Hauts du Camp - 83 330 Le Castellet - France

Phone : +33 1 41 40 31 28

Email : [sport.organisation@editions-lariviere.com](mailto:sport.organisation@editions-lariviere.com)

## **Article 3 - CIRCUIT**

The circuit is 5 861 m long.

In its Bol d'Argent configuration, the chicane will be installed on the Mistral straight.

All the races will be run clockwise.

The official posting board is located along the paddock office.

Access to the circuit is possible from Monday 11<sup>th</sup> September 2023 from **2:00pm**.

Setting up in the paddock and the pits can only take place if complying with the organisers' instructions.

It is strictly forbidden to ride on the track or close to it with any vehicle except during practice sessions and the races.

Burns are banned on the Paul Ricard circuit track and in the pit lane. Should the tarmac surface be damaged, the teams would have to pay for the repairs.

It is not permitted to ride racing motorcycles within the circuit other than in the pit lane or on the track or for going to the paddock Bol d'Argent on the Parking G to the pre-grid at low speed (30km/h) Compulsory helmet use.

For the security reasons, it's forbidden to use flames barbecues.

## **Article 4 - JURISDICTION**

The race will be run in accordance with the Sporting Code and the regulations for the French Motorcycling Federation as well as the present supplementary regulations. The organizer also undertakes to respect as closely as possible the environmental charter "Green Line". **In this respect, the organizer authorizes the participation of an eco-responsible motorcycle, which will not be classified.**

## **Article 5 - CATEGORIES**

- **Category Mid:** single cylinder up to 700 cm3, twin cylinder up to 800 cm3, 3-cylinder up to 675 cm3, 4-cylinder up to 650 cm3.

- **Category Mid:** single/twin: Aprilia 660 Tuono and Factory, Benelli 752 S, CF Moto CL-X Heritage and Sport, Ducati 696 and 796, Honda CB 750 Hornet, Husqvarna 701 Vitpilen, Kawasaki Z 650, KTM 790 Duke, Moto Morini 6 ½ Seiemmezo, QJ Motor SRK 700, Suzuki GSX-S 800, Suzuki SV 650 N, Yamaha MT-07, Triumph Trident 660.

- Mid three-cylinder / 4-cylinder category: Triumph 675 Street Triple and Street Triple R; Honda CB 650 R, Honda CB 600 F Hornet, Suzuki GSR 600, Yamaha FZ6

- **Open category:** twin-cylinder and 3-cylinder up to 950 cm3, 4-cylinder up to 950 cm3.

- Open Twin cylinder: BMW F 900 R / Ducati Monster and Monster +/- KTM 890 Duke and Duke R

- Open 3-cylinder/4-cylinder: Benelli TNT 899, MV Agusta Brutale 750, MV Agusta Brutale 800 Rosso, MV Agusta Brutale 800, Yamaha MT-09, Yamaha MT-09 SP, Triumph Street Triple 765 S, Triumph Street Triple 765 R, Triumph Street Triple 765 RS / Kawasaki Z 900, Kawasaki Z 800 (from 2013), Suzuki GSR 750, Suzuki GSX-S 750, Yamaha FZ8

**To be able to participate the sale price catalogs of 2023 of a motorcycle avid to make a commitment will not have to exceed 14 000€**

## **Article 6 - OFFICIALS**

### **Race Director**

Deputies Race Director

(pending)

(pending)

(pending)

### **TECHNICAL STEWARDS**

#### **Head**

Secretary

(pending)

Members

(pending)

(pending)

(pending)

(pending)

(pending)

(pending)

(pending)

(pending)

(pending)

(pending)

(pending)

(pending)

(pending)

(pending)

(pending)

(pending)

(pending)

(pending)

### **PIT MARSHALS' HEAD**

### **HEAD TRACK MARSHALS**

**Moto Club PAUL RICARD**

### **Paddock Head Marshal**

**Larivière Organisation**

### **JURY NATIONAL RACES**

#### **Chairperson**

Member

3rd Member

#### **TIMEKEEPING**

**FFM**

### **SECRETARIAT**

**AMCF**

## **Article 7 - NUMBER OF MACHINES AND RIDERS ADMITTED**

Maximum number of crew admitted in practice: **70 Crew**

Maximum number of crew admitted in the race: **70 Crew**

Each Crew will be composed of two riders per bike

## **Article 8 - SELECTION COMMITTEE**

A Selection Committee will meet after the closing date of the commitments and 70 select teams.

**The decisions of this Committee shall be final, each team is informed that the organizer of the BOL D'ARGENT is not able to guarantee their participation in this event before the meeting of the Selection Committee scheduled for July 19<sup>th</sup>, 2023.**

The selection committee of BOL D'ARGENT reserves the right to refuse a team if the two riders present too much notoriety contrary to the spirit of the race.

### **Article 9 - ENTRIES, LICENCES, ENTRY FEES and deposits**

It is compulsory that applications for entry must be received by the organisers **by 18<sup>th</sup> July 2023 at the latest.**

The Bol d'Argent is open to any rider who is 16 years old minimum.

For the riders who have foreign licences, those must be approved by the NMF

The riders dismissed the FFM must hold one of the following licenses:

- a NCO License
- a UE License for the year or for one event.
- an international license Race on Road to the year or for one event
- a license one manifestation (amounting to 115 € can be purchased on site with a medical certificate from a French doctor not against to the practice of motorcycling sport and parental consent for minors)

**A non-refundable entry fee must be attached to the application from: 1150 euros.**

By check payable to **AMCF SPORT** or by bank transfer

#### Information for bank wires :

Crédit du Nord  
Compte: AMCF SPORT  
Code banque: 30076  
Code Agence: 02137 – Domiciliation Stadium Entreprises  
N° Compte: 11106100200 – Clé RIB: 95  
IBAN: FR76 3007 6021 3711 1061 0020 095  
BIC: NORDFRPP

The organising committee reserves the right to refuse any entry, even if it was filed on time.

An entry form will be considered restraint and will become official engagement after receiving confirmation of the organizer.

Entry fees will not be refunded to competitors withdrawing after **1<sup>st</sup> September 2023**.

**A deposit of € 350** (bank transfer or check) must be attached to the commitment. This deposit will cover all deposits (transponders, armbands etc ...). It will be fully returned at the end of the race, except for cover potential losses or breakages of the given material.

**Tickets:** each crew will receive 2 rider passes + 6 passes for the team manager, mechanics, signalers, and guests; and 2 paddock parking. Accreditations will be issued to Welcome Center (Annex I).

### **Article 10 - COLOR BRACELET AND ARMBANDS**

Each rider will be given at administrative checks, bracelet and cuff.

He will wear them for the duration of practices and races.

He will participate in practice sessions for the color that has been allocated.

He won't be able to change color except if it is accepted by the jury.

The silver rider will be the first to start the race. The purple rider will be the second rider. Any violation will be punished by a monetary fine.

### **Article 11 - ADMINISTRATIVE CHECK-IN AND MACHINE SCRUTINEERING**

**Any modification of the registration file must be made by email before Thursday, September 08<sup>th</sup>. After this date, any other changes will be made during the administrative signing-on.**

**Scrutineering and administrative signing-on will take place on Wednesday 14<sup>th</sup> September, from 9am to 1:00pm and 2:00pm to 6:00pm**

Check-ins will be organised as follows:

**Administrative:** Ground floor of Pit Building  
**Technical:** Box CT1

One-board cameras have to make a formal request at the organisation.

Installing and positioning it have to be approved by the Clerk of the Course and the technical scrutineers.

## **Article 12 - TECHNICAL REGULATIONS**

### **Each team may submit only one motorcycle at scrutineering**

#### **12.1. TYRES**

- From free brand, they must be registered for the road. The gum type of choice among the sportiest each manufacturer may be used. The slick tires are forbidden. Rain tires will be allowed.
- The tire dimensions shall comply with those approved by the manufacturers of the motorcycle used.

#### **12.2. MANDATORY PREPARATION**

- Except as provided in this Annex, the motorcycle must comply with standards set by the National Sporting Code and its annexes. The breather liquid (gas and water) will result in one or more skimmers with a minimum capacity of 0.5 liters. The original recycling system will be retained and lead in the air box.
- All filler caps, level and oil changes, and the oil filter cartridge and all hydraulic connections will be hindered by a metallic security thread.
- The handlebar ends must be plugged.
- Crutches - turn signals - mirrors - passenger foot rests - headlight and headlight support - tail lights - horn - plate holder - chain guard - passenger grab bar - deflection handles must be removed.
- A redlight behind the bike is compulsory. It must be switch on when it is raining, this one must be powered directly on the battery, the control switch must be close to the handlebar.
- **The engine and starter stop switch must remain present at the right handlebar.**

#### **12.3. EXHAUST**

Free brand, it will be possible to adopt a complete line. It is allowed to remove the catalyst and the anti-pollution filter. Control the sound level meter will be done during scrutineering. The maximum number of 102 dB will be the following plans:

- 1 cylinder 600/750 cm<sup>3</sup>: 5000 rev / min
- 2 cylinders 600/750 cm<sup>3</sup>: 5500 rev / min
- 2 cylinders exceeding 750 cm<sup>3</sup>: 5000 rev / min
- 3-cylinder 600 cm<sup>3</sup>: 6500 rev / min
- 3-cylinder exceeding 750 cm<sup>3</sup>: 5000 rev / min
- 4-cylinder 600/750 cm<sup>3</sup>: 7000 rev / min
- 4 cylinders exceeding 750 cm<sup>3</sup>: 5500 rev / min

#### **12.4. TABLE OF AUTHORIZED CHANGES**

##### **12.4.1. FORK**

Pipes and ducts must remain original. All internal modifications (springs, dampers stacks, passage and oil quantity, settings, etc.) are allowed. Change upper fork caps for a model settings (spring preload and rebound) is allowed.

##### **12.4.2. STEERING DAMPER**

It must be fixed to the fork joint. If ever the device fixation methods were to impede the steering of the motorcycle, the damper must be removed.

##### **12.4.3. REAR SHOCK**

Free brand, it will take place on the original attachment. Adaptable rods are allowed.

##### **12.4.4. FOOTREST AND DECKS**

Free brand, the footrests must be a minimum length of 65 mm, and present rounded ends (minimum radius 8 mm). If footrests are not collapsible, they necessarily will include a mouthpiece made of a plastic, Teflon or the like with a diameter of 16mm (regulation).

##### **12.4.5. BRAKES**

The following are allowed:

- Free brand brake hoses (brake hoses must be separated above the lower fork crown).
- Free brand brake fluid
- Free brand brake calipers
- Adaptable brake discs in the same dimensions and materials as the original
- Free brand brake pads
- Master cylinder of any make and model

Motorbikes must be equipped with a front brake guard to protect the handlebar brake lever from accidental operation in the event of a collision with another machine. These guards must be mass-produced and

distributed by a professional.

#### 12.4.6. FINAL DRIVE

Free brand. The quick couplings on the chain are prohibited. The gearbox must be original of the type. Edit returning the switch to roll in "reverse" mode is allowed.

#### 12.4.7. CHAIN PROTECTION

- The protection of the transmission output gear is mandatory.
- A chain guide attached under the swing arm, preventing the foot or hand to move into the rear sprocket, is mandatory. Either made of nylon, Teflon or composite materials, and having substantially no projecting edges, it must be of a thickness of 5 mm minimum. Fixing must be secured by screws or rivets.

#### 12.4.8. WHEELS AND BRACES

The original wheels, or adaptable elements in the same dimensions must be retained. Prohibition to carbon wheels, titanium, or magnesium, unless one of these materials are used origination. The spacers are free.

#### 12.4.9. SADDLE

The cars stools are permitted.

#### 12.4.10. DASHBOARD

The complete system of the counter may be removed, a tachometer should nevertheless be kept (free carrier).

#### 12.4.11. SUPPORT STAND

Crutches materials must be made of nylon, Teflon or similar material. V systems EWC reverse type are prohibited.

#### 12.4.12. CARBURETORS

- They must remain original. Sprinklers, needle jet and hands are free.
- Prohibition to position the choke control on the handlebar.

#### 12.4.13. ADJUSTING INJECTION

- Adding an additional device to optimize fuel combustion is permitted. This device must be attached to the original connectors.
- The ECU and backgrounds cables must be kept.
- Key contactors remain with their attributes and their original position.

#### 12.4.14. COOLING SYSTEM

- It should be provided only by water.
- It will not be modified, nor as to its location, nor as to its capacity.
- Additional radiators will not be permitted.
- Ability to remove the fan and calorstat.

#### 12.4.15. CANDLES

Free thermal index.

#### 12.4.16. HOUSING MOTOR PROTECTION

- All of the engine cases containing oil and which can be in contact with the track after a crash must be protected by a second metallic material such housing in an alloy of aluminum, stainless steel, steel or titanium. Plates and / or protective against the bars in aluminum or steel scrap are also permitted. All these devices must be designed to withstand shock, friction and abrasive damage from a fall. Lids approved by the FIM are authorized without restriction for the material. All these lids must be fastened properly and reliably by the fastening screws which are also used on the original cover of the engine on the housings. The Technical Steward has the right to prohibit any cover, it is clear that it is not effective.

#### 12.4.17. AIR FILTER

- Changes and cancellations of air boxes are forbidden.
- The air box must remain original, only the drainage pipes must be plugged.
- The air filter must be original or adaptable to setting up in the air box and place of the original item.

#### 12.4.18. GRIPS THROTTLE

Free accelerator handles.

### 12.5. TABLE MUST GENUINE PARTS

#### 11.5.1. FRAME

Only Rear loop is tolerated. The frame reinforcements are prohibited.

#### 12.5.2. HANDLEBAR

- Adaptable handlebars are allowed if they meet the original shape.
- For motorcycles with an S or N F version, only the version N is allowed.
- Any repair handlebars is prohibited

#### 12.5.3. DRUMS

The battery should keep the original dimensions, the use of a lithium battery is forbidden unless it is original. It will supply the voltage specified by the manufacturer.

#### 12.5.4. ENGINE

- It must remain original.
- The unlock is allowed: is to get the machine in accordance with the uncapped model (débridage manufacturer). Unclamping can intervene only through an exchange of parts or the removal of a restrictive device.
- Any engine modification is prohibited.
- Selection of speed: the shifter is allowed.
- In case of complaint, the engine may be seized under the technical control.

#### 12.5.5. PETROL TANK

- It must remain original.
- The replacement of the cap by an adaptable model is allowed.
- Type valves "Zenith" are prohibited.
- Filling the tanks with fuel retention foam is obligatory.

#### 12.5.6. ENGINE GUARD

- A engine guard must be constructed or adapted to collect, in the event of mechanical failure, at least half of the entire oil and coolant (water) engine.
- The engine guard must comply with FFM regulations. No hole.

#### 12.6. SEALING OF MOTORS

- Will be carried seal the engine after the technical control.
- A passage on the dynamometer may also be made and several seals will be affixed on the engine audited machines.

#### 12.7. UNSEALING

- The unsealing of the engines is prohibited, even for maintenance. The unsealing can only occur with the agreement of technical stewards head.
- Similarly, if during the park layout closed the filling does not comply or lead missing, the competitor will be excluded.

#### 12.8. FAIRINGS

To underline the "ROADSTER" identity, only small "windbreaks" are allowed. The new dimensions must be as small as possible.

The windsocks (part connecting the air intake of the fairing to the frame) must be removed, the addition of a duct to connect the air box is therefore strictly forbidden.

#### 12.9. PLATE RACE

The machines will be equipped with three number plates, one on the front of the machine, two behind and on either side (**although machines with the narrow back covers do not ensure sufficient clarity may receive a unique number placed on the upper part of the shell**).

The colors will be:

- **For category 800:** matt red matt white plates numbers (for red fairings, there will be a white border with a minimum width of 8mm around the perimeter of the red background)
- **For category 600:** Matt White plates black numbers mats (for white spats, there will be a black border with a minimum width of 8mm around the perimeter of the white background)
- The minimum size of the numbers will be: - Height: 14cm - Width: 8 cm - Thickness: 2.5 cm
- Only the following fonts are allowed: arial black, arial italic black, Haettenschweiler, Haettenschweiler italics, italics impact and impact.
- The head of technical controls alone will be authorized to decide on the legibility of numbers.

#### 12.10. TIMING INSTRUMENTS

The machines must be equipped with a correct installation of the transponder support.

The transponder support must be placed before the scrutineering so that its fixation is validated.

#### 12. 11 EQUIPEMENTS

In preliminary technical checks, pilots will present their equipment and approved helmets ECE 22/05, ECE22/06 or FIM their back protectors approved according to FFM rules (EN 1621-2), combinations thereof, boots and gloves.

### **Article 13 - PRACTICES - QUALIFICATIONS**

Each rider of the BOL D'ARGENT will necessarily participate in the practices, in the serie in which he is registered, depending on the color of his armband and bracelet.

During the practices sessions, only one bike per team will be allowed on the track.

To enter the competition, each rider must individually fulfill the minimum qualifying time in his heat (120% of the average of the three best times) in at least one qualifying practice sessions and have completed at least 3 turns practices.

### **Article 14 - STARTING GRID**

At the Jury meeting following the last qualifying session, a grid will be established. It will include **the first 66 teams selected** for the race based on the fastest time on a tour by the fastest rider of each team, during one of the qualifying sessions.

Then, the provisional starting grid will be completed by adding **4 additional teams** recommended by the organizer in agreement with the Jury of the event.

### **Article 15 - CHANGE OF CREWS**

The shift change or the names of the riders involved in BOL D'ARGENT may be changed up to **one hour** after the end of the final session of qualifying. The team manager must submit to the national jury of the event detail from confirmation duly completed and signed.

More then no changes will be permitted, except in cases of force majeure. Any violation will be punished by a monetary fine.

### **Article 16 - BRIEFING**

The riders and team managers must attend the full at the briefing held Thursday, 14<sup>th</sup> September from 08:15 am to 08:45 am.

Any absence at the briefing will be penalized by stop and go.

### **Article 17 - SCHEDULE [Subject to modification]**

### **Article 18 - ZONE BOOTH - PANELING**

Each team leader is responsible for compliance with safety regulations.

The logistics installation of each team will be Friday, September 17<sup>th</sup> after the qualifying competitors Bol d'Or, in the pit straight, **just before the box** assigned to teams participating in the BOL D'OR.

You will be asked to respect the markings made by the organizer. The area reserved for each team will be 3x3 meters. Use arbors of this size is also strongly recommended (warning: the stowage of these gazebos can be done by adding portable weight and not by drilling bitumen).

The signaling area is in the pit area. The paneling is permitted in this area (2 signalers per team). Teams of Bol d'Argent can use only after express agreement of the teams entered for the Bol d'Or, the paneling installations for the 24 hour race. Otherwise, they will be positioned in the free spaces left along the pit wall.

It is reminded that the paneling booth must be placed as much as possible in front of the stand corresponds to the team.

**Each team manager is responsible for compliance with the safety instructions.**

**Each team must clean his pit at the end of the race. If not, a sports sanction will be apply bu the jury.**

### **Article 19 - DEPARTURE**

The start will be kind of Bol.

- H-20 'Panel 5' - horn - green fire pit exit for the sighting lap \*

**Red flag on the starting grid.**

- H-19 'Panel 4' + horn

- H-18 'panel 3' + horn

- H-17 'Panel 2' + horn

- H-16 '1' board + horn

- H-15 'Closing the pit exit - red lights, red flag horn +



Crews are not out of the pit lane before closing it will start the warm up laps from the pit exit under the orders of Commissioners, the fire pit exit will be green and every pilot waiting in the pit lane will be permitted to join the warm up laps. 30 " later the fire will be the red pit exit. It will be applied a procedure "stop and go 30 seconds" for the crews who do not participate in the reconnaissance lap.

Teams can make adjustments or changes of tires, the use of electric blankets is allowed. Pilots who encounter a technical problem during the sighting lap may return to the pit lane to try to solve the problem. In this case, these riders will be able to start the warm up lap, when the green light from pit exit will be lit (after passing and the pack before the safety car)

5 'Before the start of the warm up laps presentation of the panel 5' on the grid

3 'Before the start of the panel presentation warm up laps 3' on the grid

Evacuation of the track, for all non-accredited persons except a mechanic who will hold the machine.

All settings and wheel changes must be completed by the display "3 minutes" is presented, the blankets must be removed, for both machines on the grid and for those waiting in the pit lane it can no longer be carried out a tire change. After the presentation of this panel, the riders who still wish to make adjustments must push their machine to the pit lane where they can continue to make adjustments. These riders will start the warm up lap from the pit lane.

1 'Before the start of the panel presentation warm up laps 1' on the grid

30 " Before the start of the warm up laps presentation of the panel 30 " on the grid

Green flag waved to start the warm up laps. Each runner runs to his machine, puts the engine and start the warm up laps.

For safety reasons, if the machine of a runner can not start, it can be helped, this only after the yellow sign with the inscription "PUSH" in black has been displayed on the flat starting shape.

After a reasonable time, any rider who will not start back to the pits and will start the race delayed from the pit exit after the pack and before the safety car.

As soon as the last runner has passed the exit of the pit lane, the fire pit exit will be green, and any rider waiting in the pit lane will be permitted to join the warm up lap. 30 "Later the fire will be set to red at the exit of the pit lane and will remain until the start of the race.

Any pilot who encounters a problem during the warm up laps may return to the pit lane to repair and start the race from the pit exit.

It will apply one procedure " stop and go 30 seconds "for crews that do not fully participate in both rounds of heats.

Presentation of a panel 1 round after the first round of heats

At the end of two warm up laps red flag + starting grid

H-01' Panel « 1 Minute » + horn

H-30" Panel « 30 seconds » + horn

H-00 DEPARTURE (national flag)

Each runner runs to his motorcycle, alone puts the engine (outside assistance is forbidden) and starts the race.

The pit exit will be opened after the passage of the last competitor.

## **Article 20 - TRAFFIC SPEED IN THE PIT LANE**

Any mechanical intervention or rider change must take place before his "stand".

Competitors who wish to stop at his stand must borrow from the outset the deceleration track.

At any stop to "stand" for some reason, the engine must be stopped.

If, during a stop, the rider exceeds the height of his "stand", and this height until the last "stand", he can come back, against the direction, **stopped motor**.

When a competitor uses the deceleration track to join or leave the stand, he will travel on it at a reduced speed, **60 km / h maximum**. Any competitor traveling at excessive speed will be penalized.

A radar will be used to check the speed in the pits.

During testing, excessive speed will be sanctioned with a fine of 75 euros.

During the race, exceeding the speed in the pit lane will be penalized with a "Stop and Go" (stop sign) 30 seconds or a time penalty.

However, the jury will have the opportunity to increase the sentence for significant overruns of limited speed.

## **Article 21 - STOP AND GO**

The Stop and Go procedure will be performed during the race as follows:

The rider will be requested to stop in the penalty area (once the team was notified of the penalty, a sign with the word "STOP" and the rider's number will be presented at the starting line. If the "STOP" sign was presented 5 times

to the rider concerned and that still does not stop, the black flag will be presented, and it will not start). He must completely stop his machine and remain stopped for 30 seconds. He may then rejoin the race. During the penalty, the team can have a mechanic present in the penalty area to attend their rider, under the direction of commissioners, to restart his machine if it stalls. The mechanic should not interfere in the procedure "stop and go", which is under the control of commissioners. The location of the stop to take the penalty will be precise during the briefing. During the penalty stop, the rider can not stop in its stand and will necessarily make a full turn before stopping at it, if he so wishes. In the event that a penalized team could not perform the procedure to stop and go before the end of the race, a one-minute penalty will be added to his race time.

## **Article 22 - FUEL - SUPPLY - JUDGMENTS IN THE AREA OF THE STANDS**

### **22.1 FUEL**

The fuel must be of type 95 or 98 unleaded sold for road pumps. No additives are permitted.

### **22.2 PITSTOP**

During the race Bol d'Argent, each team must stop its "stand" a **minimum of three times** to refuel fuel and change riders.

Any rider change, refueling, water and oil, will have to perform in front of his "stand" in an area bounded by the organization.

**Each rider must make a minimum of two relays**, under penalty of law.

In "areas of the stands," the use of any spark-generating device (welder, sander, grinder, etc ...) is strictly forbidden. Only authorized portable electric tools free of power cables.

Each team must appoint a person to fire safety. This should be equipped with a fire extinguisher multipurpose powder or carbon foam (5 kg minimum) effective against fuel fires. This person is authorized to be present during refueling operations. **This material must be presented at scrutineering.**

No other intervention can take place on the motobike while refueling.

**Refuelling will intervene last of all**, after all the other mechanical operations.

During the refueling, the pilot can't stay on his machine.

During this operation, an attendant at the fire extinguisher must be present alongside the mothership. The "fireman" and the attendant supply should wear protective clothing (minimum cotton), a hood and an eye protection.

The storage of fuel in the space reserved for each team (3 x 3 m) may not exceed 50 liters (derrick content included).

**It is strictly forbidden to smoke in front of the pits and (immediate disqualification of the team), this ban also applies to electronic cigarettes.**

### **22.3 DERRICKS**

To re-fueling, derricks positioned in height are prohibited. However the use of systems "flying" type "Acerbis" will be retained provided that in its mode of operation, Releasing the handle of the derrick allows him to see his fuel flow stop instantly.

The filling of the reservoir by bike can and funnel is prohibited.

The filling of the refueling system will be done in a place determined by the organization.

It can be done using a siphon or a hand pump and perform the "can-funnel" the attendant extinguisher to monitor the operation.

The valves "Zenith" are prohibited on tanks.

### **22.4 PIT STOP**

Only four persons are authorized to work directly on the machine front and stand. If the rider involved in the operations, it will be one of these 4 people.

- The following operations will be performed **IN** the "stand": wheel change, change brake pads and calipers, tension and lubricate the chain, rapid switch setting or shock or fork, etc. If at some point, it is necessary to start up the engine to carry out a test, the engine will then be stopped before being restarted before the "stand" at the time of his departure.

No other motorcycle (or motor) should be stored in the "stand".

If restart problem, two people are allowed to push the machine, the rider is on the bike. The use of an additional battery is prohibited, and any other means external to the motorcycle.

**The machine must be cranked during all these operations and the engine stopped.**

### **Article 23 - OFF RUNWAY**

**23.1)** It is recalled that a rider can move away from his machine stopped on the circuit under penalty of disqualification. In particular, it can not return to its "stand" in search of assistance, parts or tools. It is forbidden for a rider stopped for any reason to drive or push his motorcycle in the opposite direction to the race.

Any rider out on the circuit will be help with the means at hand.

Any repairs or adjustments must be made by the rider working alone with absolutely no outside assistance.

The marshals may assist the rider in order to lift the machine and to keep it as the repair or adjustment is made. The Commissioner may then help restart his machine.

If, after a crash, a rider must be evacuated to the medical center, he can after agreement of the race doctor, get his machine. It must at all times be accompanied by an official. He will return to the track where he left her. The jury remains the sole judge of the legitimacy of this action.

**23.2)** In case of failure on the circuit during the race, competitors can use to return to their stands, routes defined in Article 23.3 below, depending on the location of the machine on the circuit at the time the failure. They will however comply with the following conditions:

a) obey the instructions of the commissioners;

b) receive no outside assistance for the duration of their return.

Any rider returning to his "stand" by means other than those defined below will be immediately disqualified and his team.

The return to the pits will be carried out under the permanent control of one or more commissioners. The failed rider must push his machine to the nearest exit, in the direction of the race, in any case it can not go in the opposite direction under penalty of disqualification.

**23.3)** The routes to be followed in case of failure will be defined during the briefing.

**23.4)** If a motorbike crashes front of the pits, the rider may, under the protection of a commissioner, return by the pit exit and reassemble them by pushing his machine, engine off, against the direction to its stand.

Upon entry of the two mechanics pit area can support and push a motorcycle down, the rider must remain nearby.

The precise location where it will be possible to handle the machine down will be defined during the briefing.

### **Article 24 - TRACK INFORMATION**

The reference of the circuit of the Bol d'Argent race is the 1CV2M. It will therefore be composed of the chicane. (cf. Appendix 3)

### **Article 25 - DRIVING COURSE**

It is forbidden for a rider to leave the track outside the pit area.

If a rider uses a loophole, it must comply with the instructions of the Road Commissioners.

If the race management means that a machine must stop (round black flag orange, stop immediately or black flag) back into the pit lane, the rider will be subject to sanctions if it fails to comply immediately.

Each machine will have to be conducted, in turn, confirmed by both pilots on it. No rider is allowed to run more than two consecutive hours. After a driving time, rest period must be at least 2/3 of the driving time.

### **Article 26 - OFF OR SILENCE OF THE RACE**

**26.1)** If, during the race, an incident or weather conditions make it impossible the normal progress of the competition, the Race Director may decide to neutralize the test by entering the track two safety cars. Competitors are reminded that no overshoot (safety car, competitors) should take place during the safety-car operations.

**26.2)** If a race had to be stopped, (red flag), the Race Director, the provisions of Article 1.23 of the World Championship Endurance Regulations would apply. In any case, all the machines will be in parc ferme (this one is located in the area of technical controls).

**26.3)** If a new start of the race should be given, it will be as soon as possible, if the sailing conditions allow. As soon as the riders have returned to the pits, the Clerk of the Course will announce a new start time for the start procedure. The procedure will be identical to a normal start with a sighting lap, warm up lap, etc. However, in special circumstances, the race director may, after agreement of the Jury, decide on a starting procedure started behind the Safety Car.

The conditions for a new start of a race are :

A / In the case of the situation within three laps by the leader race:

a) -All teams can start.

b) -The Motorcycles may be repaired and checked by Technical control. Refuelling is permitted.

c) -The number of turns or the distance will be defined by the race director

d) -The grid positions will be those of the original race.

B / In the case of more than three rounds, but less than 2/3 of the time to go :

a) -All machines having taken the initial departure and had not officially abandoned are allowed to take the restart.

b) -The machines will be in parc ferme. All machines, whether they are running or stopped at their booth for repairs and refueling, will be directed unless the machines on which repairs are so important that their movement is not possible. Teams are allowed to make additional fuel and change tires before their stands within 5 minutes of opening the exit of the pit lane for the sighting lap.

The organization shall inform all the time new starting teams. The Race Director will inform all teams of the start procedure (one group or two groups with security vehicles).

c) -The grid positions will be based on the intermediate classification drawn.

d) - The number of turns or the distance will be defined by the race director

e) -The final result of the race will be based on the addition of the results of each team ranked in each race. Riders who have completed an identical number of laps will be classified according to the combined time for each race. In case of a tie, the result of the last race will take precedence.

c / In the case of more than 2/3 of the time to go has been achieved by the leader race:

The race will be considered finished.

### **Article 27 - SURRENDER**

A competitor who does not wish to continue the race must announce and sign his surrender to the Race Direction within a short time.

During a stop on the circuit, if the rider departs voluntarily to more than 10 meters from his machine, it will be considered to have abandoned and disqualified (except see Section 23.1 above).

### **Article 28 - ARRIVAL**

At the end of the time allotted for each race, the checkered flag will be waved at the timing line "Arrival" on the lead pilot. The finish line must be crossed later than 5 minutes after the passage of the first rider.

The burns are not allowed on the track and the pit lane of the Circuit Paul Ricard.

In case of deterioration of the bitumen, the crews must pay the costs of reclamation of the coating.

### **Article 29 - CLASSIFICATION**

The ranking of each race will be based on the number of laps, then tied between the lap times on arrival.

In case of premature termination of a race, the ranking will be established as provided in the Regulations of the World Championship Endurance.

All classified machines will be in parc fermé immediately after the finish of the race.

There are no minimum number of laps to be classified, provided to cross the finish line, all teams who started will be based on the number of laps covered during each race.

To be included in the ranking, a team must have crossed the finish line on the track (and not in the pit lane) after the winner of the race in time limit of 5 minutes. The rider must be in contact with his machine.

To be ranked, a crew must have completed at least 75% of the distance traveled by the winning team.

### **Article 30 - PRIZES AND CUPS**

The cuts will be distributed on the podium at the end of the race.

- Two "Bol d'Argent" will be given to the first three teams in the overall classification.

- Two "Bol d'Argent" will be awarded to the first three teams in each category:

Category Mid

Category Open

Category Mid two-cylinder

Category Open two-cylinder

### **Article 31 - PROTESTS**

All claims must be made and filed with the Clerk of the Course, along with a € 100 deposit. The claim period end position is 30 minutes.

When it leads to compliance monitoring of the machine, it must specify which part of it is disputed, if it requires an engine teardown, it must be accompanied by a deposit of € 300.

It is refundable if the disassembled machine does not comply or paid to the rider forced dismantling if conformity is recognized. In case the claim would result in a major intervention, the claimant will have to stay on the circuit until the checks are completed. If the control requires resources that may be available to scrutineers, resulting in seizure of all or part of the machine, imposes additional costs out of the normal course of an in situ control and the offending machine proving conformity the costs incurred will be borne by the claimant.

### **Article 32 - VERIFICATION OF ENGINES**

In order to remain in the spirit of the Bol d'Argent and to avoid the arms race around modifications not provided for in the regulations, the motors of the first 5 riders in the scratch and in the different challenges will be likely to be All dismantled in principle by federal technical controllers.

### **Article 33 - APPLICATION OF REGULATION**

By engaging the competitor, the head of the team and the riders say they are fully aware of this Regulation and take abide by the commitment and all decisions of the officials. All matters not covered by this regulation or any interpretation thereof will be resolved by the Jury according to the provisions of the National Sporting Code and its annexes.

### **Article 34 - WAIVER OF ANY ACTION AGAINST SPORTING AUTHORITIES**

Regardless of the National Sporting Code, pilots and crews, by the fact of their participation, waive any right of appeal against the organizer, his representatives or agents by arbitration or in court, or in any other way not provided by the National Sporting Code for any damages which they may be exposed as a result of any act or omission on the part of the organizer, his officials, representatives or officials, whether appointed by the organizer or by the national sporting authority in the application of this regulation or amendments thereto that may be established by or for any other cause that may result.

### **Article 35 - CANCELLATION OF THE EVENT**

If the event could not take place for any causes, the organizers can not be held responsible, and competitors thus could not claim any compensation.

Except in cases of force majeure, the competitors will be informed of its removal at least eight days before the date of the race. The registration fee will be refunded to competitors.

### **Article 36 - INSURANCE**

By endorsing the entry form, the F.M.N. the rider certifies that the rider or passenger is insured in accordance with the requirements of F.I.M and FIM EUROPE

In accordance with the National Sporting Code and Decree 2006-554, the organizer has taken out liability insurance for accidents occurring during the event (trials and races).

The organizer disclaims all responsibility for damage to a motorcycle, its accessories and equipment, accident, fire or other incident.

### **Article 37 - ADVERTISING**

It is recalled, according to the law 91-32, any advertising for a brand of tobacco or alcohol is prohibited inside the circuit.

**35.1)** Any advertising and promotional action or in organizing or pregnant around the circuit (not competitors stands, competitors parks, track, town, etc ...) are subject to prior agreement with the Advertising service AMCF SPORT. Any advertising, display advertising or promotional in and stands on competitors are strictly prohibited unless express consent of the organizer.

**35.2)** The (s) reserve (s) reserved (s) to the competitors and the audience is (are) available to competitors and companies to enable them to participate in the trial under technical conditions as satisfactory as possible . That (s) reserve (s) does little (wind) be used (s) for purposes advertising, commercial or public relations, without prior agreement of the organizer.

**35.3)** Any aerial advertising, any advertising, promotional or public relations involved in the airspace above the circuit and municipalities through which the circuit is strictly prohibited unless prior written approval of the Head of Service Advertising The AMCF SPORT, and the competent administrative authorities.

Similarly, the use of any DRONE OR helipad located in pregnant and around the circuit is strictly prohibited unless authorized by AMCF SPORT.

### **Article 38 - PARK RUNNERS**

Competitors are reminded that their motorcycles and their equipment is under their full responsibility throughout the event. They must in particular ensure the constant monitoring and may under no circumstances invoke the liability of the organizing club in case of theft or damage.

### **Article 39 - PADDOCK**

Each team will have a private location in the paddock G.  
The allocated area will be

$$5\text{m} \times 17,5\text{m} = 87,5\text{m}^2.$$

The allocated area will be marked on the floor, and allocated to each team by the Paddock Head Marshal.

An electrical connection with a power of **3kw in 220 v mono** will be provided in each location.

In case of additional request, it will be necessary to make the request to the Paddock Head Marshal by the paddock sheet to be returned before September 1st. Any additional need will be invoiced after acceptance of the additional quotation.

Life in the paddock and in particular at night requires to be quiet. In case of any overflow or dysfunction, a sporting and / or pecuniary sanction will be applied by the Jury.

A paddock sheet will be requested with the installation map of the living space and cars in the allocated area. Placement will be under the orders of the paddock head marshal according to the allocation of the area provided on the map.

For safety reasons, it is forbidden to use flames barbecue.

## ***APPENDIX I - PASSES***

Teams admitted to the practices will each receive the following accreditations:

- 2 full pass for riders
- 6 pass team

**Each pass gives access to the Circuit General Hall and the Paddock during the week of the race from 12<sup>th</sup> to 18<sup>th</sup> September, but at the Pitlane only during the practice sessions, the qualifications and the race of the Bol d'Argent.**

**All passes will be picked up at the Welcome Center before entering the Circuit.**

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## ANNEXE 2- PADDOCK'S RULES



### Paddock user's rules

Please make yourself familiar with the garage, paddock and pit rules of the Paul Ricard Circuit.

Please treat the place and other users with respect.

#### Parking/Paddock

- No Parking in zebra zones
  - No items storage on zebra zones and against walls
  - It is forbidden to plant stakes; ballast are available, ask them to paddockmen
  - Prohibition of "Burn" or any other voluntary markings
  - It is forbidden to make fire. Gas barbecues, coal and wood are forbidden on the paddock. Only electric barbecues are allowed
  - No pets are allowed in the paddock
  - Reduced speed in the paddock
  - Pay attention to oil stains or gasoline, absorbent is available.
  - Paddock 2: please ballast tents against the fence of entry
- Every missing circuit items and/or items left behind after departure will be billed to all concerned teams as follows:

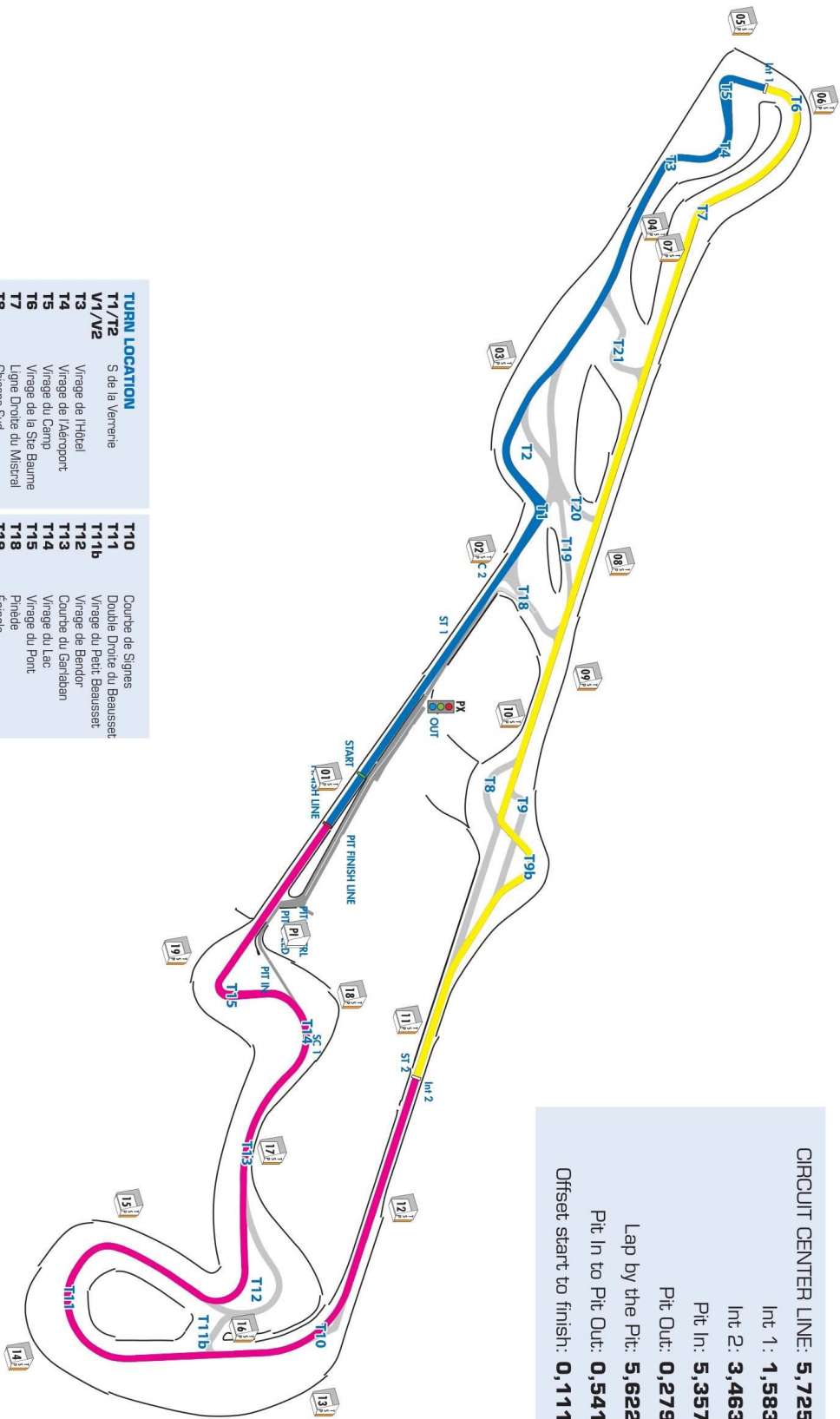
ITEM DESIGNATION	PRICE PER ITEM
Full or partially full drums	€ 80
Empty drums	€ 10
Tyres	€ 15 (per 10 tyres)
Pit carpet	€ 200
Scotch on the Pitlane	€ 300
Gas bottle	€ 20
Wood pallet	€ 3



APPENDIX 3 – Race Track



GENERAL  
1C-V2-M SECTORS **TRACK PLAN**



CIRCUIT CENTER LINE: 5,725 Km  
Int 1: 1,583 Km  
Int 2: 3,463 Km  
Pit In: 5,357 Km  
Pit Out: 0,279 Km  
Lap by the Pit: 5,622 Km  
Pit In to Pit Out: 0,541 Km  
Offset start to finish: 0,111 Km

TURN LOCATION	
T1/T2	S de la Verrerie
V1/V2	Virage de l'Hôtel
T3	Virage de l'Aéroport
T4	Virage de l'Aéroport
T5	Virage de l'Aéroport
T6	Virage de la Ste Baume
T7	Ligne Droite du Mistral
T8	Chicane Sud
T9	Chicane Montréal
T9b	Chicane Nord
T10	Courbe de Signes
T11	Double Droite du Beausset
T11b	Virage du Petit Beausset
T12	Virage de Bender
T13	Courbe du Garlaban
T14	Virage du Lac
T15	Virage du Pont
T18	Pinède
T19	Épingle
T20	S de l'Aéroport
T21	S de l'Aéroport

## **ANNEX 4 - INTELLECTUAL PROPERTY RIGHTS AND ATTRIBUTES OF PERSONALITY**

### **1- Personality attributes**

Each Participant, including each of his riders and team members, authorises the ASSOCIATION MOTO-CYCLECARISTE DE FRANCE SPORT (AMCF SPORT), to capture and fix, on any medium and by any means, his name, voice, image and more generally any performance carried out within the framework of the Bol d'Argent (hereinafter referred to as the "Attributes of the Personality").

Each Participant, including each of his drivers and team members, authorises the AMCF SPORT to use and/or have used the Attributes of the Personality, in any form and on any existing or future medium, in any format, for any communication to the public throughout the world, and for any use, including for advertising and/or commercial purposes. Each Participant, including each of his drivers and team members, agrees that this authorisation is granted without consideration of any kind, in particular financial. The Participant shall be responsible for obtaining this authorisation from its drivers and team members.

The authorisation granted by the Participant, his drivers and his team members to AMCF SPORT on the Attributes of the Personality is for a minimum period of ten years, tacitly and indefinitely renewable by periods of one year, each contractual period beginning on the anniversary date of the first day of the Bol d'Argent in which the Participant participated. The Participant may terminate this authorisation by registered letter with acknowledgement of receipt sent to AMCF SPORT, giving two months' notice prior to the end of each contractual period. The withdrawal of authorisation to use the Personality Attributes shall not have retroactive effect and shall take effect from the end of the current contractual period.

This authorisation to use the Attributes of the Personality, granted by the Participant, his drivers and members of his team, is independent of the right to use the sporting events and competitions organised by AMCF SPORT in accordance with the provisions of Article L.331-1 of the French Sports Code.

### **2- Intellectual property rights**

The Participant grants a licence to the benefit of AMCF SPORT, on a non-exclusive basis and free of charge, covering all of the following elements that may be covered by intellectual property rights all copyrights, designs, trademarks, patents, and any other intellectual property rights (whether registered or not), and in particular the team name, the names and slogans associated with the team, the trademarks, designs, models and logos associated with the team and the team's motorbike used by the Participant within the framework of the Bol d'Argent (hereinafter the "Intellectual Property Rights" or "IPR"). This license on the IPR is granted for the whole world (for the brands, for the territories of protection), and for the whole legal duration of protection of the IPR.

The IPR licence covers in particular

- The right to reproduce, permanently or temporarily, the right to adapt, the right to translate, the right to market, on all existing or future media (in particular books, booklets, posters, postcards, miniature cars, DVDs, video games, NFT, tokenisations and use in virtual universes of the metaverse type, clothing or home products and other derived products, etc. ), in all commercial networks and under all brands, with a view in particular to the exploitation and sale, whether online or offline, of elements containing IPR as well as their use for commercial, information, demonstration, promotion or advertising purposes, and this in particular in the context of promotional, cultural, press and/or public relations operations;
- The right of communication to the public, in all places accessible to the public, in particular by television broadcasting, cable distribution, satellite broadcasting, online broadcasting, including in web 3.0, and in general, by all vectors or networks (in particular analogue or digital, telecommunication and computer networks, including the Internet), in particular with a view to the commercial exploitation of elements containing IPR and/or their use for the purposes of information, demonstration, promotion or advertising, and this in particular within the framework of promotional, cultural, press and/or public relations operations;
- The right to sub-license elements containing IPR to any third party, with a view to their commercial or non-commercial exploitation in the context of the organisation, promotion and marketing of the Bol d'Or;

The Participant guarantees that he/she is the owner of all intellectual property rights attached to the IPR. Where applicable, the Participant undertakes to obtain from its sponsors, equipment suppliers, manufacturers and other rights holders all the authorisations necessary for the exploitation of the IPR under the conditions defined in this article.

This authorisation to use the IPR granted by the Participant is independent of the right to use the sports events and competitions organised by AMCF SPORT in accordance with the provisions of Article L.331-1 of the Sports Code.

## **ANNEX 5 - Penalties and sanctions**

Any attempt to defraud or to violate the rules will be sanctioned. ALL participants must respect the rules and comply with the technical regulations in force. Any team that does not meet the requirements of the technical checks and the technical inspection will be sanctioned.

In the event of a breach of the regulations, the team will be penalised with a Stop&Go and will have to bring the bike back into compliance. In the event of a second infringement, the team manager will be summoned to the jury who will decide on the penalty, which may go as far as disqualification without refund.