



AMCFSPORT



REGULATIONS

18th BOL D'OR CLASSIC

18/19/20 september 2020

Circuit Paul Ricard – Le Castellet

Article 1 - PUBLISHING

The 18th Bol d'Or Classic is organized by the ASSOCIATION OF FRANCE MOTO-CYCLECARISTE, AMCF SPORT and the Society of Circuit Paul Ricard. It will take place on the Circuit Paul Ricard on 18th, 19th and 20th September 2020.

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

It received the visa N°. EMU [pending] and visa F.F.M. N° [pending].

The number of the event is the [pending].

This competition will pass during a round of 4 Hours Friday 18th September 2020.

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

During the event (with effect from Monday 14th September 2020) :

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

Article 3 - CIRCUIT

The circuit is 5 673 m long.

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 14th September 2020 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, it's forbidden to use barbecues.

Article 4 - JURISDICTION

The race will be run in accordance with the Sporting Code and the regulations of the European Motorcycling Union and the French Motorcycling Federation as well as the present supplementary regulations.

Article 5 - CATEGORIES

The Bol d'Or Classic is an event dedicated to all machine 2 cylinders to a minimum (or proto series) and, above 500 cm³ displacement.

These should have been marketed after January 1st 1960 and at the latest December 31st, 1991.

There is no maximum displacement.

The categorizations are provided (excluding prototypes):

- **Classic** : for bikes model year between 01/01/1960 and 31/12/1983
- **Post -Classic 750** : for bikes model year between 01/01/1984 and 31/12/1991
Category reserved for motorcycles with 4-cylinder engine not exceeding 750 cc and for motorcycles with twin-cylinder engines not exceeding 1000 cc.
- **Post Classic 1000** : for bikes model year between 01/01/1984 and 31/12/1991
Category reserved for motorcycles with 4-cylinder engine exceeding 750 cc. **In this category, motorcycle frame, swingarm, engine, carburetors and air filter housing must remain original**

The organizer reserves the right to authorize prototype machine (not ranked).

The team must provide a copy of the registration card, and the numbers on the engine.

Article 6 - OFFICIALS

RACE DIRECTION OF THE BOL D'OR CLASSIC

Race Director

Deputies Race Director

Jean Marc DELETANG
Jean-Luc GILARD
Thomas GUERIN
Sylvana NIEREMBERGER
(pending)
(pending)

TECHNICAL STEWARDS

Head

Secretary

Members

Francis GUIER
(pending)
Dominique GRAND
Vincent ROUSSEL
Gerard BOITON
Patrick MANNEVY
Guy MIVELAZ
Edmond LEDOYEN
Julio LOPES
Catherine THIVOLLE
Christelle BODIN
Loic BODIN
Alain PAILLET
Pascal MUSSLIN
David CHIES
Franck DUPUIS
Francis POUEYTO
Gaetan HONORE
Jean-François BOHAIN
Mehdi REVEL
Isabelle BEURTON
Eric GUIGUET

PIT MARSHALS' HEAD

Hervé PAPIER

HEAD TRACK MARSHALS

(pending)

Paddock HEAD MARSHAL

Larivière Organisation

JURY NATIONAL RACES

Chairperson

(pending)

Member

(pending)

3rd Member

(pending)

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 August 18th, 2020.

The selection committee of Bol d'Or Classic reserves the right to refuse a team if the two riders present too much notoriety contrary to the spirit of the race.

The Selection Committee will check before, during and after the test each engagement. If a deviation from this standard was updated, or the relevant rivers is would mean immediate exclusion from the event without refund of fees.

For the sake of keeping the test an accessible character, and in the spirit of "1 + 1 River Awareness amateur", the crews will be composed by the following rules:

May not run together in the same crew:

- Riders having scored 1 point and more in a world championship since 1996 included.
- Riders having scored 1 point and in the European Championships since 1996 included.
- Riders having scored 1 point and in a championship, a Cup, Trophy, Challenge National since 1996 included.
- Riders who were classified in the top five ranking Scratch Championship in France, a cup, a trophy, a National Challenge since 2005 included.

Are not affected by these restrictions, riders competing for all-terrain championships 50cc races, rallies or Sidecar passengers and rivers.

Each pilot must absolutely upon registration, **to his credit, without omission.**

The selection committee will favour the teams enrolled in the Classic category as well as ones enrolled in Post Classic category with motorcycles below the 750cc class.

Article 9 - ENTRIES, LICENCES, ENTRY FEES and deposits

It is compulsory that applications for entry must be received by the organisers **by 17th August 2020 at the latest.**

The Bol d'Or Classic 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 100€ 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)

The riders dismissed abroad must hold an authorization to leave their federation and one of the following licenses:

- A national license issued by their Federation,
- A European Union license for the year or a test,
- An International Road Racing license in the year or a test.

A non-refundable entry fee must be attached to the application from : 1 300 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 **1st September 2020.**

A deposit of € 300 (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 + 10 passes for the team manager, mechanics, signalers, and guests; and 4 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 color has no relation with the starting order of the race. 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 Monday, September 10th. After this date, any other changes will be made during the administrative signing-on.

Scrutineering and administrative signing-on will take place on Wednesday 16th September, from 8am 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 CRITERIA TO BE RESPECTED ACCORDING TO CATEGORIES

The rolling Classic motorcycles are required to meet the following criteria :

- Wheels 16 or 18 inches
- Rear Tires 150 mm maximum width.
- Tubes of fork 42 mm maximum diameter
- Front brake calipers for maximum two pistons.
- Records of banned floating brakes

Rolling in Post-Classic 750 motorcycles are required to meet the following criteria :

- Category reserved for motorcycles with 4-cylinder engine not exceeding 750 cc and for motorcycles with twin-cylinder engines not exceeding 1000 cc.
- Wheels 16, 17 or 18 inches
- Brake diameter front discs 320 mm maximum
- Rear Tires 180 mm maximum width
- 43mm fork tube diameter maximum
- Front brake calipers with four pistons maximum

Rolling in Post-Classic 1000 motorcycles are required to meet the following criteria :

- Category reserved for motorcycles with 4-cylinder engine exceeding 750 cc
- In this category, motorcycle frame, swingarm, engine, carburetors and air filter housing must remain original
- Wheels 16, 17 or 18 inches
- Brake diameter front discs 320 mm maximum
- Rear Tires 180 mm maximum width
- 43mm fork tube diameter maximum
- Front brake calipers with four pistons maximum

In case of dispute about the authenticity of a machine, it will be up to the owner to demonstrate compliance of its restoration with the technical regulation of the BOL D'OR CLASSIC.

The scrutineers and the jury of the event shall remain the sole judges of the conformity of the machine.

The machines "replicas" are permitted to the extent that their appearance is strictly consistent with the original model.

12.2. MANDATORY PREPARATION

- Vehicles 4 time will necessarily have a drip tray that can accommodate at least 50% of the liquids contained in the engine (lubrication and cooling).
- The breather liquid (gas and water) will result in one or more skimmers with a minimum capacity of 0.5 liters.
- 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 - plates – and other accessory no useful and dangerous for the race must be removed.
- A circuit breaker attached to the handlebars, at hand from the handlebar grips, is required and will be checked at scrutineering.
- The brake levers, clutch, decompression must have the end with a ball (16 mm minimum).
- The throttle should return of itself if the rider keeps more.
- Hardware exceeding excessively outward (chain tensioners, rear brake rod, etc ...) must be protected by a rubber hose.
- Protection on the gearbox output pinion must be in place.
- It is mandatory to install a chain guard (plastic or Teflon with a minimum thickness of 5 mm) to reduce the risk that a part of the body of the rider gets stuck between the lower chain run and the rear sprocket.

12.3 EXHAUST

All machinery will undergo at any time noise control during practice and especially at the end of qualifying. The maximum noise level permitted is set at 102 dB (3dB more tolerance).

12.4 LIGHTING

All motorcycles must be equipped in their filings with the technical controls, full lighting and in working order is:

- At the front, one headlight minimum (covered with tape or with a cover at the day of stroke).
- At the rear, two red lights with independent wiring a minimum 5W power, lighting power will be supplied by the energy of the engine or additional batteries. LED diode lights are permitted only if they are laid down in the fires or having the appearance of antique lights.
- The two rear lights must be on at all times and controlled by separate switches.
- A retro red reflecting device 60 cm² will be placed at the rear of the motorcycle.
- An additional, non-flashing light (neither red, yellow, orange or green), max. power 5W, can be added to the motorcycle, fixed from the side and not visible from the rear of the motorcycle.

The presence of the lighting system is not mandatory for the disputed test day.

The power system operating control will be done before entering the track motorcycles for the night event. During the event which takes place partly at night, on instructions from race control, headlights and rear lights will be lit continuously. The rear lights will operate simultaneously.

If there is insufficient light, or down, the competitor will be required to join his booth to make the repairs which are necessary.

12.5 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.

12.6 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.

12.7 COOLING SYSTEM

In the case of a motorcycle 2 or 4 time the engine is cooled by a liquid, the only authorized coolants will be pure water or water mixed with ethyl alcohol.

12.8 FUEL TANKS

Fuel retention foams in the fuel tanks are mandatory.

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

The machines must be numbered plates sturdy and rectangular with rounded corners, measuring at least 285 mm wide and 235 mm high.

The minimum size of the numbers will be: - Height: 14cm - Width: 8 cm - Thickness: 2.5 cm

The color of the plates should be matt black and the numbers must be white. Numbers must be if possible in retro reflective material.

The plates must be flat, fully visible on their vertical inclination should not exceed 30 ° and they should not be informed.

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 or FIM their back protectors approved according to FFM rules (EN 1621-2), combinations thereof, boots and gloves. Helmets must be equipped with adhesives retro reflective WHITE, a minimum size of 40mm X 20mm each, disposed on the rear face and on the side faces.

Article 13 - PRACTICES – QUALIFICATIONS

Each rider of the BOL D'OR CLASSIC 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 (130% of the average of the three best times) in at least one qualifying practice sessions and have completed at least 3 turns practices.

Night tests are mandatory for the motorcycle. Teams must make at least one timed lap. Otherwise, the penalty will be 1 stop and go.

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.

Machines do not have self-starter will be placed in the end grid.

Article 15 - CHANGE OF CREWS

The shift change or the names of the riders 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, 17th September from 10am to 10:30am am.

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

Article 17 - SCHEDULE [Subject to modification]

Wednesday September 16, 2020

09:00	12:00	PRACTICE SESSIONS BOL DOR	3:00
09 am to 1pm / 2pm to 6pm		Administrative signing-on	
12am to 7pm		Scrutineering	
19:00	19:45	BOL D'OR TEAMS MANAGERS BRIEFING	0:45
20:00	21:00	BOL D'OR RIDERS BRIEFING	1:00

08am to 1pm / 2pm to 6pm : **Administrative signing-on and Scrutineering Bol d'Or Classic and Bol d'Argent**

Thursday September 17, 2020

10:00	12:00	BOL D'OR FREE PRACTICE	2:00
10:00	10:30	BOL CLASSIC BRIEFING (Teams Managers et riders)	0:30
10:30	11:00	BOL D'ARGENT BRIEFING (Teams Managers et riders)	0:30
12:10	12:55	BOL CLASSIC FREE PRACTICE	0:45
13:05	13:50	BOL ARGENT FREE PRACTICE	0:45
14:10	14:55	BOL CLASSIC FREE PRACTICE	0:45
15:05	15:50	BOL ARGENT FREE PRACTICE	0:45
16:10	16:30	BOL D'OR BLUE RIDERS (Qualifying session 1)	0:20
16:40	17:00	BOL D'OR YELLOW RIDERS (Qualifying session 1)	0:20
17:10	17:30	BOL D'OR RED RIDERS (Qualifying session 1)	0:20
17:40	18:00	BOL D'OR GREEN RIDERS (Qualifying session 1)	0:20
18:10	18:30	BOL CLASSIC YELLOW RIDERS (Qualifying session 1)	0:20
18:40	19:00	BOL CLASSIC ORANGE RIDERS (Qualifying session 1)	0:20

Night Session:

20:30	21:30	BOL D'OR	1:00
21:40	22:20	BOL CLASSIC	0:40

Friday September 18, 2020

9:30	9:50	BOL D'OR PILOTES BLUE (Qualifying tests 2)	0:20
10:00	10:20	BOL D'OR PILOTES YELLOW (Qualifying tests 2)	0:20
10:30	10:50	BOL D'OR PILOTES RED (Qualifying tests 2)	0:20
11:00	11:20	BOL D'OR PILOTES GREEN (Qualifying tests 2)	0:20
11:40	12:00	BOL CLASSIC PILOTES YELLOW (Qualifying tests 1)	0:20
12:15	12:35	BOL CLASSIC PILOTES ORANGE (Qualifying tests 1)	0:20
12:50	13:10	BOL D'ARGENT PILOTES SILVER (Qualifying tests 1)	0:20
13:25	13:45	BOL D'ARGENT PILOTES PURPELS (Qualifying tests 1)	0:20
13:55	14:05	Visiting stands preparation	0:10
14:05	15:35	Visiting stands	1:30
15:45	15:55	Pitlane Cleaning	0:10
15:55	16:55	Assembly of tents for Stands Bol Classic	1:00
17:05	17:35	Stand preparation Bol Classic	0:30
17:40	18:00	Beginning of the Start procedure Bol Classic	0:20
18:00	22:00	START OF BOL CLASSIC	4:00
22:00	23:00	Pitlane Cleaning	1:00

Saturday September 19, 2020

8:00	8:45	WARM UP	0:45
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8:55	9:15	BOL D'ARGENT SILVER RIDERS (Qualifying session 2)	0:20
9:20	9:40	BOL D'ARGENT PURPLE RIDERS (Qualifying session 2)	0:20
9:50	11:10	Pitwalk	1:20
11:10	11:15	Pitlane cleaning	0:05
11:15	12:00	Start of the Bol d'Or departure procedure	0:45
12:00		84^{ème} BOL D'OR START	

Sunday September 20, 2020

12:00		84^{ème} BOL D'OR FINISH	24:00
12:40	13:00	Preparation Bol d'Argent Pits	0:20
13:10	13:30	Start of the Bol d'Argent departure procedure	0:20
13:30	16:30	17 ^{ème} BOL D'ARGENT	3:00

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 18th after the Pitwalk, in the pit straight, (temporary stands as a tent of 3 meters by 3 meters ballasted will be installed before the Bol d'Or stands on the pit lane and awarded to competitors who can bring their machines).

The installation of the competitors in the stands is subject to prior authorization from the responsible for the assignment to the Race Direction.

The assignment, installation and removal of temporary facilities must respect a precise timing and in agreement with the Paddock manager.

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-16 '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, the riders as well as those who have not joined the grid before closing the pit exit 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 REFUELLING

The use of a jerry can / funnel system or any other system using open containers, ball valves or the like is prohibited for refueling.

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).

22.2 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.

22.3 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 - 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.

Competitors in the race, must use their lights permanently from the moment the indication they will be given by the Race Direction.

Each team will necessarily make a minimum of one rider change during each of the two races,

Article 25 - OFF OR SILENCE OF THE RACE

25.1) 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.

25.2) 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).

25.3) 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 :

- a) -All teams can start.
- b) -The Motorcycles may be repaired. Refuelling is permitted.
- c) -The number of turns or the distance will be the same as for the original race.
- 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 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.

Article 26 - 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 27 - ARRIVAL

At the end of the 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 28 - CLASSIFICATION

The ranking of the race will be based on the number of laps.

In case of premature termination of a race, the ranking will be established as provided in Article 1.23 of the Regulations of the World Championship Endurance.

All classified machines will be in parc ferme immediately after the arrival 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 the 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.

Article 29 - PRIZES AND CUPS

There will be no awards for Scratch podium.

Will be awarded the following prizes :

- Two cups presented to the top three teams in each category:
- Classic
- Post Classic 750
- Post Classic 1000

Article 30 - 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 31 - 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 32 - 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 33 - 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 34 - 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 U.E.M.

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 35 - 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 helipad located in pregnant and around the circuit is strictly prohibited unless authorized by AMCF SPORT.

Article 36 - 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 37 - PADDOCK

Each team will have a private location in the paddock G.

The allocated area will be

5m x 15m = 75m².

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.

APPENDIX I - PASSES

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

BOL D'OR CLASSIC

- 2 full pass for riders
- 10 pass team (accès paddock, intérieur des stands, voies de sécurité et voie des stands-piste)

Each pass gives access to the Circuit General Hall and the Paddock during the week of the race from 14th to 20th 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.

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