



# REGULATIONS 17<sup>th</sup> BOL D'ARGENT

16<sup>th</sup>/17<sup>th</sup>/18<sup>th</sup>/19<sup>th</sup> september 2021

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 16th until 19th September 2021.

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 2021.

## **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 5 673 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 13<sup>th</sup> September 2021 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.

## **Article 5 - CATEGORIES**

- **Categorie 600** : *monocylinder until 700 cm3, bicylinder until 700 cm3,*

*3-cylinders until 675 cm3, 4-cylinder until 600 cm3-*

- *Monocylinder : KTM 690 Duke (From the vintage 2012), KTM 690 Duke R (From the vintage 2013), Husqvarna 701 Vitpilen*

- *Bicylinder : Aprilia 660 Tuono, Cagiva Raptor 650, Ducati 696 Monster, Honda CB 500 (From the vintage 2013), Hyosung 650 Comet, Kawasaki ER-6 N, Kawazaki Z 650, Suzuki Gladius 650, Suzuki SV 650 N, Yamaha MT-07, Yamaha MT-07 Motocage*

- *3-cylinders: MV Agusta Brutale 675, Triumph 675 Street Triple and Street Triple R,*

- *4-cylinders: Honda CB 600 F Hornet, Benelli BN 600 (From the vintage 2013), Suzuki GSR 600, Yamaha XJ6, Yamaha FZ, Benelli BN 600 R*

- **Categorie 800 \*** : *bicylinder and 3-cylindrer until 900 cm3, 4-cylinder until 800 cm3.*

- *Bicylinder : Aprilia Shiver 750, Aprilia Shiver 900, BMW F 800 R, Ducati 796 Monster, Ducati 821 Monster, Harley Davidson Street 750, Harley Davidson 883, Husqvarna Nuda, Moto Guzzi 850 Griso, KTM 790 Duke, Benelli 752 S, BMW F 900 R / KTM 890 Duke R*

- *3-cylinders : Benelli TNT 899, MV Agusta Brutale 750, MV Agusta Brutale 800, Yamaha MT-09, Yamaha MT-09 Sport Tracker, Yamaha MT-09 Street Rally, Triumph Street Triple 765 S, Triumph Street Triple 765 R, Triumph Street Triple 765 RS, Yamaha MT-09 SP*

- *4-cylinders : Kawasaki Z 750, Kawazaki Z 800 (From the vintage 2013), Suzuki GSR 750, Suzuki GSX-S 750, Yamaha FZ8, Honda CB 650F*

**To be able to participate the sale price catalogs of 2021 of a motorcycle avid to make a commitment will not have to exceed 12 500€**

## **Article 6 - OFFICIALS**

### **Race Director**

Deputies Race Director

**Jean Marc DELETANG**

Sylvana NIEREMBERGER

Thomas GUERIN

Christian PINOCHET

### **TECHNICAL STEWARDS**

#### **Head**

Secretary

Members

#### **Francis GUIER**

Cathy THIVOLLE

Gaetan LE RUYET

Medhi REVEL

Gerard BOITON

Vincent ROUSSEL

Daniel ARCENS

Franck DUPUIS

Patrick BERTOLOTTI

Gilles DENIMAL

Loic BODIN

Christelle BODIN

Edmond LEDOYEN

Julio LOPES

Jean Francois BOHAIN

Jean Paul ODERIO

Pascal MUSSLIN

Patrick MANNEVY

Francis POUHEYTO

Guy MIVELAZ

### **PIT MARSHALS' HEAD**

**Hervé PAPIER**

### **HEAD TRACK MARSHALS**

**Moto Club PAUL RICARD**

### **PADDOCK HEAD MARSHAL**

**Larivière Organisation**

### **JURY NATIONAL RACES**

#### **Chairperson**

Member

3rd Member

#### **Larry TRACY**

Jean Luc BERRIER

Nicolas MICHEL

### **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 20<sup>th</sup>, 2021.**

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 19<sup>th</sup> July 2021 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 : 950 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 2021**.

**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 + 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 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 Thursday, September 09<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 15<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 swich on when it is raining.
- **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 cm3: 5000 rev / min
- 2 cylinders 600/750 cm3: 5500 rev / min
- 2 cylinders exceeding 750 cm3: 5000 rev / min
- 3-cylinder 600 cm3: 6500 rev / min
- 3-cylinder exceeding 750 cm3: 5000 rev / min
- 4-cylinder 600/750 cm3: 7000 rev / min
- 4 cylinders exceeding 750 cm3: 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.

### 12.4.5. BRAKES

Free brand, it will be possible to change the entire brake system (master cylinder front and rear, liquid, wafers, disks) provided you keep dimension and original materials.

- It strongly recommended to mount "aviation" type brake lines (1 per hose clamp from the master cylinder). The separation of the brake lines will have to be above the lower triple clamp. It is impossible to change the stirrups. The motorcycles must be equipped with a front brake protection, to protect the brake lever on the handlebars of accidental actuation in a collision with another machine. These protections must be mass production purpose and be 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 must be ensured by water. Ethyl alcohol may be added.
- 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. 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.

- The reaming the cylinder repair side is allowed in the capacity limit of the considered model.
- 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 emphasize the identity "roadster", only "wind jumps" are tolerated. Wraparound styles are prohibited. The dimensions will be maximum: length 45 cm, width 45 cm.
- Ventilators (part connecting the air intake of the fairing to the frame) must be removed, adding leads to connect the air box is strictly prohibited.

#### 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 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 than 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, 16<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]**



# BOL D'OR 2021

16<sup>th</sup>, 17<sup>th</sup>, 18<sup>th</sup> and 19<sup>th</sup> September 2021

Preliminary schedule (version 3 )

## Wednesday, September 15<sup>th</sup> 2021

09h à 13h et de 14h à 18h :		Administrative and technical verifications	<b>BOL D'OR</b>	<b>BOL CLASSIC</b>	<b>BOL ARGENT</b>
6:30 PM	7:15 PM	BRIEFING TEAMS MANAGERS	<b>BOL D'OR</b>		0:45
7:30 PM	8:30 PM	BRIEFING PILOTES	<b>BOL D'OR</b>		1:00

## Thursday September 16<sup>th</sup> 2021

8:15 AM	8:45 AM	BRIEFING BOL D'ARGENT (Teams Managers and pilotes)		0:30	
8:55 AM	9:25 AM	BRIEFING BOL CLASSIC (Teams Managers and pilotes)		0:30	
<b>8:30 AM</b>	<b>8:50 AM</b>	<b>FIM INSPECTION</b>		<b>0:20</b>	
<b>8:50 AM</b>	<b>10:50 AM</b>	<b>FREE PRACTICE BOL D'OR</b>		<b>2:00</b>	
11:00 AM	11:45 AM	FREE PRACTICE BOL CLASSIC		0:45	
11:55 AM	12:40 PM	FREE PRACTICE BOL ARGENT		0:45	
12:50 PM	1:35 PM	FREE PRACTICE BOL CLASSIC		0:45	
1:45 PM	2:30 PM	FREE PRACTICE BOL ARGENT		0:45	
<b>2:50 PM</b>	<b>3:10 PM</b>	<b>BOL D'OR PILOTES BLUE (Qualifying tests 1)</b>		<b>0:20</b>	
<b>3:20 PM</b>	<b>3:40 PM</b>	<b>BOL D'OR PILOTES YELLOW (Qualifying tests 1)</b>		<b>0:20</b>	
<b>3:50 PM</b>	<b>4:10 PM</b>	<b>BOL D'OR PILOTES RED (Qualifying tests 1)</b>		<b>0:20</b>	
<b>4:20 PM</b>	<b>4:40 PM</b>	<b>BOL D'OR PILOTES GREEN (Qualifying tests 1)</b>		<b>0:20</b>	
4:50 PM	5:10 PM	BOL D'ARGENT PILOTES SILVER (Qualifying tests 1)		0:20	
5:20 PM	5:40 PM	BOL D'ARGENT PILOTES PURPELS (Qualifying tests 1)		0:20	
5:50 PM	6:10 PM	BOL CLASSIC PILOTES ORANGE (Qualifying tests 1)		0:20	
6:20 PM	6:40 PM	BOL CLASSIC PILOTES YELLOW (Qualifying tests 1)		0:20	
<b>Night Practice :</b>					
<b>8:10 PM</b>	<b>8:30 PM</b>	<b>FIM INSPECTION</b>		<b>0:20</b>	
<b>8:30 PM</b>	<b>9:30 PM</b>	<b>BOL D'OR</b>		<b>1:00</b>	
<b>9:40 PM</b>	<b>10:20 PM</b>	<b>BOL CLASSIC</b>		<b>0:40</b>	

## Friday, September 17<sup>th</sup> 2021

8:35 AM	8:55 AM	BOL D'ARGENT PILOTES SILVER (Qualifying tests 2)		0:20
9:05 AM	9:25 AM	BOL D'ARGENT PILOTES PURPEL (Qualifying tests 2)		0:20
<b>9:35 AM</b>	<b>9:55 AM</b>	<b>FIM INSPECTION</b>		<b>0:20</b>
<b>9:55 AM</b>	<b>10:15 AM</b>	<b>BOL D'OR PILOTES BLUE (Qualifying tests 2)</b>		<b>0:20</b>
<b>10:25 AM</b>	<b>10:45 AM</b>	<b>BOL D'OR PILOTES YELLOW (Qualifying tests 2)</b>		<b>0:20</b>
<b>10:55 AM</b>	<b>11:15 AM</b>	<b>BOL D'OR PILOTES RED (Qualifying tests 2)</b>		<b>0:20</b>
<b>11:25 AM</b>	<b>11:45 AM</b>	<b>BOL D'OR PILOTES GREEN (Qualifying tests 2)</b>		<b>0:20</b>
11:55 AM	12:15 PM	BOL CLASSIC PILOTES YELLOW (Qualifying tests 2)		0:20
12:25 PM	12:45 PM	BOL CLASSIC PILOTES ORANGE (Qualifying tests 2)		0:20
12:55 PM	1:10 PM	Stand preparation Bol d'Argent		0:15
1:20 PM	1:40 PM	Beginning of the Start procedure Bol d'Argent		0:20

1:40 PM	4:40 PM	<b>17<sup>th</sup> BOL D'ARGENT</b>	3:00
4:40 PM	5:00 PM	Arwards Bol d'Argent + Dismantling of stands Bol d'Argent	0:20
5:00 PM	5:05 PM	Visiting stands preparation	0:05
5:05 PM	6:40 PM	<b>Visiting stands</b>	1:35
6:40 PM	7:40 PM	Assembly of tents for Stands Bol Classic	1:00
7:50 PM	8:05 PM	Stand preparation Bol Classic	0:15
8:10 PM	8:30 PM	Beginning of the Start procedure Bol Classic	0:20
<b>8:30 PM</b>	<b>10:30 PM</b>	<b>18<sup>th</sup> BOL CLASSIC 1<sup>st</sup> HALF</b>	<b>2:00</b>

**Saturday, September 18<sup>th</sup> 2021**

8:00 AM	8:10 AM	Stand preparation Bol Classic	0:10
8:10 AM	8:30 AM	Beginning of the Start procedure Bol Classic	0:20
<b>8:30 AM</b>	<b>10:30 AM</b>	<b>18<sup>th</sup> BOL CLASSIC 2<sup>de</sup> HALF</b>	<b>2:00</b>
10:30 AM	11:30 AM	Pitlane Cleaning and FIM Inspection	1:00
<b>11:30 AM</b>	<b>12:15 PM</b>	<b>WARM UP</b>	<b>0:45</b>
12:20 PM	2:10 PM	Visiting stands VIP and animations	1:50
2:10 PM	2:15 PM	Pitlane Cleaning	0:05
<b>2:15 PM</b>	<b>3:00 PM</b>	<b>BEGINNING OF THE START PROCEDURE BOL D'OR</b>	<b>0:45</b>
<b>3:00 PM</b>		<b>START OF 84<sup>th</sup> BOL D'OR</b>	

**Sunday, September 19<sup>th</sup> 2021**

**3:00 PM ARRIVAL OF THE 84<sup>th</sup> BOL D'OR**

**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).**

### **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 - 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 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 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 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 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 28 - 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 29 - 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 600
  - Category 800

### **FRANÇOIS ETTERLE TROPHY**

This year, the François Etterlé trophy will reward the first team who will finish the race with a Suzuki motorbike. The reward, delivery by Suzuki, is a price de 500€.

### **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 - 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 32 - 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 33 - 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 34 - 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 35 - 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 36 - 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 37 - 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 38 - PADDOCK**

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

The allocated area will be

**5m x 15m = 75m<sup>2</sup>.**

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**

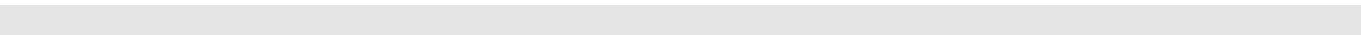
Teams admitted to the practices will each receive the following accreditations:

- 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 13<sup>th</sup> to 19<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