



# 24 HEURES MOTO 2012



35<sup>ème</sup> Edition / 35<sup>th</sup> Edition



SOUS RESERVE DES AUTORISATIONS ADMINISTRATIVES  
SUBJECT TO THE ADMINISTRATIVE AUTHORISATIONS

## RECOMMANDATION

Toutes correspondances et toutes demandes de renseignements doivent être adressées à :  
*All correspondence and inquiries should be addressed to:*

ASM 24 HEURES ACO  
Circuit des 24 HEURES  
72019 LE MANS CEDEX 2 – FRANCE

Tél : +33 (0)2.43.40.24.24 – E-Mail: [sport@lemans.org](mailto:sport@lemans.org)  
Site Internet / Internet Website: [www.lemans.org](http://www.lemans.org)

## HEURES D’AFFICHAGE / BOARDING SCHEDULE

Le tableau d’affichage est situé au pied du Module Sportif, près du Secrétariat.  
*The board is located at the foot of the Race Control Centre, near the race office.*

Mise à disposition payante de la piste <i>Testing Days</i>	Mardi 4 septembre <i>Tuesday 4<sup>th</sup> September</i>	09:00 – 12:00 14:00 – 17:00
Affichage de la liste des motos et coureurs admis à participer aux Essais <i>Posting of the list of motorcycles and drivers eligible to take part in the Practice Sessions</i>	Mercredi 5 septembre <i>Wednesday 5<sup>th</sup> September</i>	20:00
Affichage des temps / Results display 1 <sup>ère</sup> séance d’Essais Qualificatifs <i>1<sup>st</sup> Qualifying Practice Session</i>	Jeudi 6 septembre <i>Thursday 6<sup>th</sup> September</i>	20:00
Affichage des temps / Results display 2 <sup>ème</sup> séance d’Essais Qualificatifs <i>2<sup>nd</sup> Qualifying Practice Session</i>	Vendredi 7 septembre <i>Friday 7<sup>th</sup> September</i>	14:30
Affichage de la grille provisoire <i>Provisional grid display</i>	Vendredi 7 septembre <i>Friday 7<sup>th</sup> September</i>	17:00
Affichage de la grille & des équipages définitifs <i>Grid &amp; definitive teams display</i>	Samedi 8 septembre <i>Saturday 8<sup>th</sup> September</i>	13:00
Affichage des classements horaires « Hour by hour » results display	Samedi 8 et dimanche 9 septembre <i>Saturday 8<sup>th</sup> and Sunday 9<sup>th</sup> September</i>	15' après l'échéance de chaque heure <i>15' after each hour</i>
Affichage du Classement final <i>Final results display</i>	Dimanche 9 septembre <i>Sunday 9<sup>th</sup> September</i>	1 heure après la fin de l'épreuve <i>1 hour after the end of the race</i>

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# 24 HEURES MOTO 2012



**CIRCUIT BUGATTI - LE MANS**  
SUBJECT TO THE ADMINISTRATIVE AUTHORISATIONS



## PROVISIONNAL SCHEDULE

### WEDNESDAY SEPTEMBER 5<sup>th</sup>

09:00 - 13:00	}	Administrative checking 24 HEURES MOTO
14:00 - 16:00		
09:30 - 13:00		Scrutineering 24 HEURES MOTO
14:00 - 16:30		
18:30 - 19:30		Drivers' Briefing 24 HEURES MOTO

### THURSDAY SEPTEMBER 6<sup>th</sup>

09:00 - 10:00	Administrative checking and scrutineering e-Power
10:00 - 11:00	<b>Briefing Team Managers 24 HEURES MOTO</b>
11:45 - 12:15	Free practice sessions e-Power
12:30 - 14:30	<b>Free practice sessions 24 HEURES MOTO</b>
14:00 - 16:00	Administrative checking and scrutineering Sidecar
14:40 - 15:05	1 <sup>st</sup> timed practice session Promotion Dunlop 600 cc
15:15 - 15:40	1 <sup>st</sup> timed practice session Promotion Dunlop 1000 cc
15:50 - 16:10	1 <sup>st</sup> timed practice session e-Power
16:30 - 17:00	1 <sup>st</sup> qualifying session 24 HEURES MOTO rider 1
17:10 - 17:40	1 <sup>st</sup> qualifying session 24 HEURES MOTO rider 2
17:50 - 18:20	1 <sup>st</sup> qualifying session 24 HEURES MOTO rider 3
18:30 - 19:00	1 <sup>st</sup> qualifying session 24 HEURES MOTO rider R
21:00 - 22:00	Night session 24 HEURES MOTO

### FRIDAY SEPTEMBER 7<sup>th</sup>

10:00 - 10:20	2 <sup>nd</sup> timed qualifying session e-Power
10:30 - 10:50	Free practice sessions Sidecar
11:00 - 11:30	2 <sup>nd</sup> qualifying session 24 HEURES MOTO rider 1
11:40 - 12:10	2 <sup>nd</sup> qualifying session 24 HEURES MOTO rider 2
12:20 - 12:50	2 <sup>nd</sup> qualifying session 24 HEURES MOTO rider 3
13:00 - 13:30	2 <sup>nd</sup> qualifying session 24 HEURES MOTO rider R
14:05 - 14:25	1 <sup>st</sup> practice session Sidecar
14:40 - 15:05	2 <sup>nd</sup> qualifying session Promotion Dunlop 600 cc
15:20 - 15:45	2 <sup>nd</sup> qualifying session Promotion Dunlop 1000 cc
16:00 - 16:20	2 <sup>nd</sup> qualifying session Sidecar
16:35 - 17:15	Race e-Power (8 laps)
17:30 - 19:30	Pitwalk

### SATURDAY SEPTEMBER 8<sup>th</sup>

09:00 - 09:30	Race Promotion Dunlop 600 cc (12 tours)
09:45 - 10:15	Race Promotion Dunlop 1000 cc
10:30 - 11:15	<b>Warm Up 24 HEURES MOTO</b>
11:30 - 12:15	Race Sidecar (18 laps)
12:30 - 14:00	Attractions + Presentation of nationalities of riders and competitors
14:15	Motorbikes and riders in front of their pits (ear of corn)
14:30	Beginning of the starting procedure
15:00	<b>Start of the 35<sup>th</sup> edition of 24 HEURES MOTO</b>

### SUNDAY SEPTEMBER 9<sup>th</sup>

15:00	<b>Finish of the 35<sup>th</sup> edition of the 24 HEURES MOTO</b>
17:30	<b>Prize-Giving ceremony of the 2012 FIM World Championship</b>





## SUPPLEMENTARY REGULATIONS

### Article 1 – PUBLICATION

<b>Name of the Event</b>	24 HEURES MOTO ® - (35 <sup>th</sup> Edition)
<b>National Sporting Authority Address</b>	Fédération Française de Motocyclisme 74, avenue Parmentier - 75011 PARIS Phone: +33 (0)1 49 23 77 00, Fax: +33 (0) 47 00 08 37
<b>Definition of the Event</b>	International event counting for the Road Racing FIM Endurance World Championship and Cup.
<b>Organiser</b>	Association Sportive Motocycliste "24 HEURES" Automobile Club de l'Ouest with the facilities of the Automobile Club de l'Ouest (Creator of the event).
<b>Address</b>	Circuit des "24 HEURES" 72019 LE MANS Cedex 2 (FRANCE) Phone: +33 2.43.40.24.24, E-mail : sport@lemans.org
<b>Promoter</b>	Société Sportive Professionnelle A.C.O.

**This event will be held on September 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup> September 2012.**

### Article 2 – SECRETARIAL OFFICE OF THE ORGANISATION

Address of the organisation: Before and after the event	ASM 24 HEURES ACO Circuit des 24 HEURES, 72019 Le Mans Cedex 2 Phone: +33 (0)2.43.40.24.24 E-mail : sport@lemans.org
During the Event	Phone: +33 (0)2.43.40.24.24, Fax: +33 (0)2.43.40.24.35

### Article 3 - CIRCUIT

Length of the Bugatti Circuit : 4,185 km / 2,600 miles (See appendix 13).

The race will be run clockwise during 24 hours.

The official noticed board is located at the foot of the "Module Sportif" building.

Access to the Circuit will be authorised from **Monday September 6<sup>th</sup> 2012, 9:00 am.**

The positioning of the competitors in the pits and in the paddock will be subject to prior authorisation from the organisation.

The reservation of a pit lounge by a team or a partner of a team will give priority to the foresaid in the allocation of the pits until **midnight August 13<sup>th</sup> 2012.**

**It is forbidden for the competitors and users of the Working Paddock and Support Paddock to fit any metal objects in our asphalt surfaces such as tent pegs, nails...**  
In case of non respect, sports or financial penalties will be applied.

**It is formally forbidden to use the track or its immediate approaches with any machine whatsoever except during Practice Sessions and Races**

#### **Article 4 – JURISDICTION**

The Event will be organised in accordance with the Sporting Code of the FIM, the prescriptions of the FIM / CCR, FFM / CCR and with these supplementary regulations.

The organiser also undertakes to respect as much closely as possible the "Green line" charter.

#### **Article 5 - OFFICIALS**

Clerk of the Course

Assistants of the Clerk of the Course

President of the Jury

Member of the Jury

Member of the Jury (appointed by FMNR)

Member of the Jury (FMNR substitute)

Secretaries of the Jury

In charge of the Environment

FIM Director

FFM Scrutineer officer

Secretary of the Technical Inspection

FFM Scrutineers

Serge FERRER

Patrick COUTANT – Lionel ROUET -

Jean-Luc MARTIN - Jean-Luc GILARD -

Christian PINOCHET

Rudiger MERDES

Philippe THIRIET

Fernand DIEUDONNE

Jean-Pierre LEFEBVRE

Cécile NIVELEAU - Michel DUMIOT

Raymond LALA

Charles HENNEKAM

Francis GUIER

C.BONGIOVANNI

François ADE - Daniel ARCENS -

Jean-Marc BLONDÉ - Guy

BONGIOVANNI - David DARDET - Gilles

DENIMAL -

Franck DUPUIS - Antoine GAUTRON -

Eric LECOMTE- Marie-Pierre LECORPS -

Pascal MUSSLIN - Thierry RIPAUD

L.M.R.P.L. Scrutineers

L. BARANGER - P. BERTOLOTTI -

D.HENRY (Wednesday and Thursday)

In charge of competitor's liaisons

Track Safety Officer

Medical Chief Officer

Timekeeping

Rémy AUVRAY – Stéphane HOUDAYER

Philippe COUTANT

Dr Alain KIND

Tag Heuer - R.I.S.

FIM Marketing Director

FIM Coordinator

Olivier.GODALLIER

Paul DUPARC

#### **Administration**

Sports Manager

Marketing, Sales, Press & Communication Manager

Administrative and Financial and Legal Manager

DOEI Manager

In charge of the Refuelling

Secretary of the Meeting

Vincent BEAUMESNIL

Fabrice BOURRIGAUD

Olivier DATTIN

Ghislain ROBERT

Jean-Claude GASNIER

Marie-Claude ORY



## **Article 6 - CLASSES**

The organisation will accept a maximum of 65 motorcycles at the scrutineering.  
The following classes of motorcycles will be eligible:

- **FORMULA EWC** (See FIM Technical Code Article 2-6)
- **SUPERSTOCK** (See FIM Technical Code Article 2-7)
- **OPEN** 4 strokes until 1200cc

## **Article 7 - NUMBER OF MOTORCYCLES ADMITTED**

Number of motorcycles admitted to practices:	65
Number of motorcycles admitted to race:	56
Number of motorcycles selected after practice sessions:	52
Number of motorcycles recommended by the Organiser will be:	4

## **Article 8 - ENTRIES - RIGHTS**

The ASM 24 HEURES ACO / FFM Selection Committee will carry out, on the basis of the entry request received at the closing date, a selection of 65 teams invited to attend to the Administrative Checks and the Scrutineering.

The entries must be made according to the following priority: FIM Endurance Technical Code Article 1.8.6

The selection Committee reserves the right to refuse an entry if a financial dispute with the ACO prior to the event has not been settled.

The selection Committee reserves the right to refuse an entry, even if received within the deadline.

Request for entry must be made on the official forms included with these regulations. (See appendix 15)

**➔ Closing Date: Friday 3<sup>rd</sup> August 2012 (midnight)**  
(Postmark taken as date of posting)

**Entry forms must be enclosed with the following documents:**

- The proof of payment (copy of the bank transfer).
- The information form (attached with the entry form) which must be carefully filled in, otherwise the entry request will not be considered.
- The authorisation to run from the FMN, for all the riders who are not FFM members (in addition of the international licence).
- The records of wins certified and provided by the FMN, for all the riders.

**➔ Entry fee : € 4250 per motorbike for non-permanent teams**  
(Bank transfer only)

**➔ Entry fee : € 3750 per motorbike for permanent teams**  
(Bank transfer only)

This total amount includes:

- An entry fee of € 800 for non permanent teams.
- An entry fee of € 400 for permanent teams.
- A deposit of € 3250 for technical costs and supplies (fuel (2,56 € before tax / litre) - transponders \* - pit video Monitor \* - fuel tank and lending of material \*, refuelling system renting, etc...).

*\* These equipments shall be handed back in good condition at the end of the Event.*

The team will have to give back the transponders (Timekeepers - 2<sup>nd</sup> floor of the "Module Sportif" building – Room 215) put at their disposal, either after withdrawal or at the latest 10 minutes after the end of the race, if the motorbike has finished the race.

In the case of non-return of this equipment, the costs of the unreturned item will be deducted from the € 3250 deposit.

The total amount must be paid **by all competitors by means of credit transfer by August 3<sup>rd</sup> 2012 at the latest**, failing which the entries will not be considered by the Selection Committee (**Bank cheques will be refused**).

To be credited on the SSP ACO account :

Bank : **CREDIT MUTUEL – LE MANS**  
Sort Bank : **15489** Code Position : **00383** N° **00063264640.84**  
SWIFT Code : **CMCIFR2A**  
IBAN Code : **FR76 1548 9003 8300 0632 6464 084**

An extra fee of € 1000 per machine will be requested for all entries received after the closing date (August 3<sup>rd</sup> 2012) subject to the Selection Committee's acceptance of such entries. This fee will not refund.

**An entry request becomes definitive only after the application form (appendix 15), the entry fee and the deposit have been received** and becomes an **Official Entry** only after the invitation have been received by the Organiser for the Administrative checkings and Scrutineering.

#### **Refund of the deposit:**

Your technical expenses will be taken from the € 3250 deposit previously paid, the excess received by the SSP ACO will be refunded by bank transfer **on the account where the € 3250 deposit was withdrawn within 30 days after the event.**

Consequently, you must attach your bank details to your entry form.

Please note that under no circumstances will the refund be credited in another bank account.

#### **Article 9 - ADMINISTRATIVE CHECKINGS, SCRUTINEERING AND BRIEFINGS**

No competitor and no motorcycle will be allowed onto the track if the administrative checkings and scrutineering are not completed. These will be carried out as follows:

## **Schedule of scrutineering and administrative checkings**

### **Administrative Checking**

Wednesday September 5<sup>th</sup> from 9:00 am to 1:00 pm and from 2:00 pm to 4:00 pm.

***Compulsory attendance for the team managers and their riders.***

### **Scrutineering:**

Wednesday September 5<sup>th</sup> from 09:30 am to 1:00 pm and from 2:00 pm to 4:30 pm.

**Team managers Briefing:** (1 per team entered)

Thursday September 6<sup>th</sup> at 6:15 pm in room 305A (3rd floor / Building above the pits).

### **Riders' briefing:**

Wednesday September 5<sup>th</sup> at 7:30 pm - Room 305A (3rd floor / Building above the pits).

A compulsory briefing (See FIM Technical Code Article 1.8.3) for all riders who are participating for the first time in the current Championship or Cup.

## **Article 10 – PRACTICES**

**It is strictly forbidden to ride racing motorbikes on the course outside the official practice periods.**

The practice sessions will be as follows:

<b>THURSDAY SEPTEMBER 6<sup>th</sup></b>	
<u>Free Practice Sessions</u>	12:30 to 14:30
<u>Qualifying sessions</u>	16:30 to 19:00
<b>1<sup>st</sup> Rider</b>	16:30 to 17:00
<b>2<sup>nd</sup> Rider</b>	17:10 to 17:40
<b>3<sup>rd</sup> Rider</b>	17:50 to 18:20
<b>Reserve Rider</b>	18:30 to 19:00
<u>Night Practice Sessions</u>	21:00 to 22:00
<b>FRIDAY SEPTEMBER 7<sup>th</sup></b>	
<u>Qualifying sessions</u>	11:00 to 13:30
<b>1<sup>st</sup> Rider</b>	11:00 to 11:30
<b>2<sup>nd</sup> Rider</b>	11:40 to 12:10
<b>3<sup>rd</sup> Rider</b>	12:20 to 12:50
<b>Reserve Rider</b>	13:00 to 13:30
<b>SATURDAY SEPTEMBER 8<sup>th</sup></b>	
<u>Free practice Sessions (Warm-Up):</u>	10:30 à 11:15



## **Article 11 – STARTING PROCEDURE (« LE MANS » TYPE)**

### **Presentation of riders:**

A presentation will be held on Saturday September 8<sup>th</sup>, between 1:15pm and 2:00pm.  
The riders will meet at 1:00pm under the Podium (Start/Finish).

2:15pm	Riders and Motorcycles preparation
2:30pm	Beginning of the starting procedure Pitlane opening for the start: "Green light" (hooter) 5' board for a compulsory reconnaissance lap Change of motorbikes and extra refuelling are strictly forbidden
2:31pm	Hooter + 4' board
2:32pm	Hooter + 3' board
2:33pm	Hooter + 2' board
2:34pm	Hooter + 1' board
2:35pm	Closing of the pitlane: "Red light" (hooter) Riders can join the starting grid until 5' board
2:45pm	Hooter + 5' board
2:47pm	Hooter + 3' board – Clear the track All interventions must be finished
2:49pm	Hooter + 1' board + board signalling to put on your crash helmet on Riders facing their motorbikes
2:49'30"	Hooter + 30" board
2:50pm	Hooter + Green flag + 2 compulsory warm up laps At the end of these 2 warm up laps: Red flag + Positioning on the starting grid
2:59pm	Hooter + 1' board + board signalling to put on your crash helmet on Riders facing their motorbikes
2:59'30"	Hooter + 30" board
3:00pm	Start of the 35 <sup>th</sup> edition of the 24 HEURES - French flag

## **Article 12 - PRIZES**

### **PRIZES**

1 <sup>st</sup>	: € 1 800
2 <sup>nd</sup>	: € 1 200
3 <sup>rd</sup>	: € 1 000
4 <sup>th</sup>	: € 800
5 <sup>th</sup>	: € 600

Winner EWC Class: € 800

Winner Superstock Class: € 600

**All prizes that are not collected will remain the property of the ASM 24 HEURES ACO.**

The first 7 teams of the list of teams under contract (see Article 1.8.5) will receive a minimum participation premium of € 3,900. **The following 6 teams** under contract will receive a minimum participation premium of €1,900. **The following 7 teams** under contract will receive a minimum participation premium of €1,000 (total = € 45,700).

These premiums will be awarded only if the team is on the starting grid.

## **Article 13 – PRIZE-GIVING AND CUPS**

Trophies and Cups will be presented on the Podium.

Prizes will be handed over at the secretariat of the Meeting - Module Sportif Building *around 2 hours after the display of the Final Results' display.*

## **CUPS & MEDALS**

The cup offered by the French President and the other cups will be given on the podium just after the race.

### **Medals**

<b>Riders</b>	1 medal to each rider who finishes the race.
<b>Mechanics</b>	1 ESCRA medal to the 2 mechanics having given the best technical assistance.

## **Article 14 - PROTESTS**

All protests are to be formulated in accordance with the FIM disciplinary code and recommending regulations and accompanied by a deposit of € 600.

## **Article 15 - FUEL**

### **Control of the refuelling systems**

The refuelling systems, duly set up and ready to operate will be checked by the scrutineers, "a refuelling simulation will be mandatory" (the pump in the pit will be switched on once the refuelling system has been set up properly).

All refuelling systems will be obligatory set up and checked on **Wednesday September 5<sup>th</sup>** from 10:00am to 6:00pm.

Should the refuelling system not have been approved by the scrutineers, the competitors will not be able to take part in the free practice sessions on **Thursday September 6<sup>th</sup>**.

### **"Reserve/stoking of fuel is not allowed in the pits or in the surroundings"**

For safety reasons, except for the supply fuel tank, no stocking of fuel will be allowed in the pits or in the surroundings areas, on pain of withdrawal for race of the incriminated competitor. Competitors must use fuel provided by the organisation exclusively. (See appendix 12 – *This document will be sent to you later*).

Lighting devices of lighting cannot be fixed on the support of the autonomous fuel tank. Only one gallows by machine will be allowed to be fixed.

Any electrical installation located at less than 3 meters from the autonomous pit tank and from the pipes must be anti explosion. Only low temperature and anti explosion lights are authorised, halogen lights are forbidden.

**Refuelling System** (See plan « Refuelling System », appendix 10)

### **This one obligatory includes:**

1. A system of topping up of the supply fuel tank directly manipulated from the pump of the pit.
2. A supply fuel tank, of a capacity of 50 litres, fixed on the organiser's support, with an adjustable level and air vent.

3. A shut-off valve - of stop to positioned to automatic return in closed position - situated in exit making it possible to control the fuel debit.
4. Hoses to top up of replenishment and bleeding, equipped with a leak proof coupling, adapting to openings the topping up of the tank of the machine. In the event of the use of double vanes (like Staubli), the teams are required to strengthen the coupling and the can support by an intertwined strap (the double hose of this system provokes sagging at the welding point between the rigid tube and the can, it is therefore useful to reset this tube by an intertwined strap, so as not to put pressure on the welding).
5. A container of a maximum capacity of 10 litres have to be used in order to collect the fuel remaining in the bleeding hose after the refuelling of the motorbike. Under no circumstance must the fuel remains in or behind the pits.

A team will be at the disposal of the competitors in order to collect and to destroy this fuel.

***“All handling of jerrycans, barrels and other mobile containers holding fuel is forbidden in the pits and nearby” (Prefectoral Decree N° 980 / 0311 of 23rd January 1998 – Article 2.2).***

Facilities mentioned in points 1, 2 and 3 above will be provided and installed by the Organiser in return for rental costs **€ 420** (inclusive all taxes) This amount will be deducted from the deposit covering technical expenses and supplies.

Facilities mentioned to points 4 and 5 above-mentioned will be provided and will be installed by the team. The diagram, the types and measurements of splices for the installation of hoses on the supply fuel tank (See Refuelling System Appendix).

An assistant must be present at all times present during refuelling to operate the shut off valves.

Samples of fuel will be taken on certain motorbikes as from the official practices. These samples will be controlled on the spot by a laboratory approved by the FIM and compared with the fuel provided by the organiser. In case of non compliance, the Jury of the Meeting could apply sanctions.

Under no circumstances must the fuel tank set up on the support be drained by the competitors. It will be at the competitors' disposal and handed back to the organiser filled with fuel. Every time the topping up hoses and bleeding are removed, the stoppers of the valves must be put back and the control lever removed.

## **Article 16 - INSURANCE**

By approving of the entry form, the riders' FMN of the rider certifies that he is personally insured in compliance with the FIM Code.

The organiser has taken out an insurance policy covering the liability of the riders in the event of accident (s) occurring during the Event (both the race and the practice sessions).

A copy of the contract is available upon request. The organiser can not to be held responsible for damages caused to a motorbike, accessories or equipment through accident, fire or any other causes.



## **Article 17 – RELINQUISHING ALL RIGHT OF APPEAL AGAINST THE SPORTING AUTHORITIES**

Independently of the FIM Sporting Code status, riders by the mere fact of their participation, waive their rights of appeal against the organisers, its representatives or employees, whether through arbitration, law courts, or any other means not specified in the FIM Sporting Code, for any damage to which they may be exposed as a result of any act or omission committed by the organiser, his officials, representatives or employees, in the application of these rules, or any rules which might be brought into effect at a later date, or for any cause which may be a result of this.

## **Article 18 – POSTPONEMENT / CANCELLATION OF THE EVENT**

Should circumstances or safety reasons demand it, the 24 HEURES MOTO ® Event could be postponed or cancelled. For this the Association Sportive Motocycliste 24 HEURES de l'Automobile-Club de l'Ouest will not be held responsible.

Should this occur, the association undertakes to refund only the entry fee.

**FFM VISA: under way**  
**FIM VISA: IMN 104/05 of 14/06/2012**

**According to French Decree N° 2066 – 1386 of 15/11/2011**

**WE REMIND YOU THAT SMOKING IS STRICTLY FORBIDDEN IN PLACES ASSIGNED TO A COLLECTIVE USE :**

**IN THE PITS  
IN THE SIGNALLING AREA  
IN THE REFUELLING ZONE  
IN THE PADDOCK (Working Paddock AND Support Paddock)**

**THANK YOU FOR YOUR COOPERATION**

# APPENDIXES

## **1 - SIGNALLING AREA**

The signalling area is in the pit lane (see Appendix 9).

### Signalling:

The maximum dimensions possible for signalling facilities are the following:

- Height: 2.00 m above track level,
- Width: 2.00 m along the signalling wall,
- Depth: 1.00 m from the wall track side

The timing pit board cannot exceed the glass protection.

Under no circumstances, can it be positioned above the glass.

No drilling is allowed on the supporting frame of the glass protection.

## **2 – PITWALK**

On Friday 7<sup>th</sup> September 2012 from 18:15 until 20:00.

In order to give the fans an insight into how the mechanics works , teams are kindly requested to leave open their pit curtain leading to the pitlane/

A € 800 fine (per pit left closed) will be implemented to competitors who do not comply with this request.

## **3 - PIT AREA**

It is regulated and controlled.

### Pit Stops

The team members holder of the official credentials are permitted in the working area in front of their pit box only just before working on the motorbike. They must leave the pit-lane as soon as the work is finished. Except during these interventions, the team members cannot stay in the pit lane.

## **4 - ADVERTISING**

Advertising on motorbikes and on riders' overalls must comply with the FIM / FFM regulations.

Advertising and promotional action or public relations is possible after a written agreement with the Marketing and Sales Department from the ACO.

Any advertising and communication action is possible only after obtaining a written agreement with the Press Department from the ACO.

## **5 - TRADE MARKS AND RIGHTS**

The following Trademarks have been filed by the Automobile Club de l'Ouest:

- « 24 HEURES DU MANS »®
- « LE MANS-24 HOURS » ®
- « 24 HEURES DU MANS – RACING »®
- « LE MANS-24 HOURS – RACING » ®
- « LE MANS » ®
- « LE MANS – VINTAGE » ®
- « LE MANS RACING » ®
- « LE MANS LEGEND » ®
- « LE MANS SERIES » ®
- « LE MANS CLASSIC » ®
- « LE MANS SERIES » ®
- « LE MANS ENDURANCE » ®
- « L.M » ®
- « 24 » graphisme®
- « 24 HEURES MOTO » ®
- « MASTER OF ENDURANCE »
- « 24 HEURES CAMIONS » ®
- « 24 HEURES » ®
- « 24 HEURES DU MANS HISTORIQUES » ®
- « RADIO LE MANS » ®
- « RADIO 24 HEURES » ®
- « PETIT LE MANS » ®
- « ACO » ®
- « LE MANS FUJI – 1000 KM »
- « AMERICAN LE MANS SERIES »
- « ASIAN LE MANS SERIES »
- « EUROPEAN LE MANS SERIES »
- « WORLD LE MANS SERIES »
- « INTERCONTINENTAL LE MANS CUP »

Any promotional and/or commercial use of one or several of these marks is subject to previous agreement with the Automobile Club de l'Ouest.

### **5.1. Image rights / Sound recordings**

The Competitor hereby grants to the Automobile Club de l'Ouest (hereafter referred to as « ACO ») a royalty-free authorization to use all pictures and sound recordings (including, without limitation, photographs, audiovisual or sound programmes and radio programmes) hereafter referred together to as the "Images and Sounds", representing in whatever manner the Competitor and/or its pilots and/or its team before, during, and after the race and all events connected to the race. This authorization is granted by the Competitor to the ACO for a term of ten years minimum, this term being tacitly and indefinitely renewed every two years. The Competitor is informed that, should he decide to terminate the above-mentioned authorization, he is under the obligation to send to ACO a registered letter with acknowledgement of receipt at least two months before the anniversary date of every authorised contractual period. This anniversary date is November 1st before the term of every contractual period. It is expressly agreed that, in no case, the termination of the authorization to use the "Images and Sounds" lead to the termination of the authorization of use of the "Images and Sounds" already granted by the ACO.



The authorization of use of the Images and Sounds granted by the Competitor hereby is fully and totally independent from the ACO's right to operate the events and sporting contests it organises, in accordance with Article L. 333-1 of the French Sport Code.

## **5.2. Royalties /designs and model**

The Competitor hereby assigns to the ACO on a non-exclusive and royalty-free basis, all intellectual property rights relating to the team's name, the designations, designs, models or logos associated with the team and to the car(s) of the team (hereafter referred to as the "Creations") used by the Competitor before, during or after the race and/or all events connected to the race for the entire legal protection period of the Creations. These rights granted include in particular, without limitation:

The reproduction right, permanent or temporary, the right of adaptation, the right of translation, the right of marketing, on any supports (in particular, books, bookers, posters, postcards, scale model cars, DVD, video games, clothes or household products, and other spin-off products), in any commercial networks and under any brands and/or trademarks, in particular for the purpose of the exploitation and marketing of the Creations, off-line or on-line, as well as their use, presentation, promotion and advertising, in particular, within promotional, cultural, press and/or public relations events;

The right of representation in any public place notably through television broadcasting, cable-distribution, downloading and more generally by any vectors or networks (notably, , analogical or digital, telecommunication or computing, including Internet network), in particular for the purposes of the commercial exploitation of the Creations as well as their utilisation, presentation, promotion and advertising, in particular, without limitation within promotional, cultural, press and/or public relations events.

It is expressly specified that the ACO shall be entitled to use and operate the Creations, either directly or indirectly, and that the ACO shall be entitled to grant, on a non-exclusive basis, the Creations to sub-contractors, licensees as well as any other third parties designated by the ACO.

The hereby authorization of use of the Creations granted by the Competitor is fully and totally independent from the ACO's right to operate the events and sporting competition it organises, in accordance with Article L. 333-1 of the French Sporting Code.

## **5.3. Trademarks**

The Competitor hereby grants to ACO a non-exclusive, royalty-free license, on all trademarks related to the name of the team and the associated designations, designs, models or logos (hereafter referred to as the "Trademarks") used by the Competitor before, during and after the race and/or all events connected to the race, for the territory of protection of the Trademarks and during all the duration of their legal protection. These rights contain in particular, without limitation, the right of reproduction, use, apposition and, more generally, of exploitation in any form, on a royalty-free basis or not, of the Trademarks.

It is expressly reminded that the ACO is allowed to use and operate the Trademarks, either directly or indirectly, and that the ACO shall be entitled to grant, on a non-exclusive basis, the Trademarks to sub-contractors, licensees as well as any other third parties designated by the ACO.

The authorization of use of the Trademarks granted by the Competitor hereby is fully and totally independent from the ACO's right to operate the events and sporting contests it organise, in accordance with Article L. 333-1 of the French Sport Code.

#### **5.4. Warranties**

The Competitor warrants that he has the full and entire ownership of the intellectual property rights related to the Creations and the Trademarks. Moreover he also warrants that neither the Creations nor the Trademarks infringe and/or harm the rights of any third parties.

Generally, the Competitor warrants to the ACO the free and exclusive use and exercising of the rights transferred over the Images and Sounds, the Creations and the Trademarks. The Competitor undertakes to guarantee and to compensate the ACO as well as its transferees and successors against any claim, request for banning of use and/or damages, action for forgery and/or invalidation, action for breach of a right to images and, generally, against any action emanating from any third parties whatsoever. In particular, the Competitor undertakes to reimburse all of the damages, expenses (including attorneys' fees) and fines that the ACO may be obliged to pay and to compensate it for the prejudice suffered.

The Competitor also undertakes to obtain from its sponsors, drivers/riders, team and constructors an authorization according to which ACO is entitled to exploit and operate, under the terms and conditions mentioned above in articles 2.1, 2.2 and 2.3, the Images and Sounds, the Creations and the Trademarks. In the case of breach of this obligation, the Competitor undertakes to reimburse all of the damages, expenses (including Attorneys fees) and fines that the ACO may be obliged to pay and to compensate it for the prejudice inferred from the breach of this contractual obligation.

#### **5.5. Miscellaneous**

ACO shall be free to transfer or to grant the rights, which have been granted to it by the Competitor. This assignment binds the successors and assignees of the Parties. If one or several of the provisions of this contract should be unenforceable, annulled or declared invalid by the definitive decision of any jurisdiction and for whatever reason, the result would not be the invalidity of the whole assignment of rights; the affected provisions of this contract shall be deleted and the other provisions shall remain into force.

### **6 - PASSES**

The teams under contract will receive their passes from the FIM, Coordinator of the FIM Endurance World Championship

Other teams will get a maximum of 23 passes per motorcycle, admitted to take part in the practice sessions, divided up as follows:

- 1 pass for the team manager
- 1 pass for the assistant team manager
- 1 pass for each rider
- 1 pass for the person in charge of security
- Passes for 4 mechanics (1 per mechanic)
- 2 passes for the signalling area (1 per pit signaller)
- 7 « pits » passes for partners, guests, etc.

In addition we will give 3 car passes per motorbike allowed to take part in the practice sessions.

It will be possible to buy passes for the pits, called "Cartes Box". The price of each pass will be **195 €** (10 maximum per motorbike entered).

## **7 - FACILITIES AND ALLOCATION OF PITS**

### **Allocation of facilities**

Each team will be allocated:

- ½ pit minimum (about 35m<sup>2</sup>),
- 1 space for the workshop in the working paddock (7 X 3 m),
- 1 space on support in the paddock (about 180 m<sup>2</sup> minimum).

Teams which are not qualified will have to remove their material from their pit (s) by **Friday September 7<sup>th</sup> 2012 at 18:00** at the latest.

**Allocation of pits** is under the Organiser's exclusive responsibility: 56 pits will be available and each pit may be shared by 2 teams and (or) 2 motorbikes.

Whenever it is possible, the 1<sup>st</sup> pit will be allocated to the teams under contract.

### **Video Monitor** (race pictures, classifications)

Each pit will be supplied with a signal and a TV screen (the rental price will be deducted from deposit paid for the technical costs and supplies).

Any extra request will have to be made and directly paid to the official supplier approved by the organisation.

### **Connection and/or Video installation in the signalling area**

Only the timekeepers of the organisation will be authorised to connect and set up the "lap by lap" equipment.

**7 – Record of wins**

**8 – Track**

**9 – Signaling area**

**10 – Refuelling System**

**11 – Short cuts**

**12 – Fuel Characteristics** (*We will send you this document separately*)

**13 – Map of the circuit**

**14 – Location Map General Welcome** (*We will send you this document separately*)

**15 – Entry Form** (*See document enclosed*)

**IN THE CASE OF DISPUTE OR CONTROVERSY ARISING FROM THE INTERPRETATION  
OF THE ARTICLES OF THESE SUPPLEMENTARY REGULATIONS, THE FRENCH VERSION ONLY  
SHALL BE DEEMED AUTHENTIC**



# ANNEXE / APPENDIX 7 : PALMARES - RECORD OF WINS

## 24 HEURES MOTO

### PALMARES 1978/2011

\* Epreuve comptant pour le Championnat du Monde d'Endurance FIM

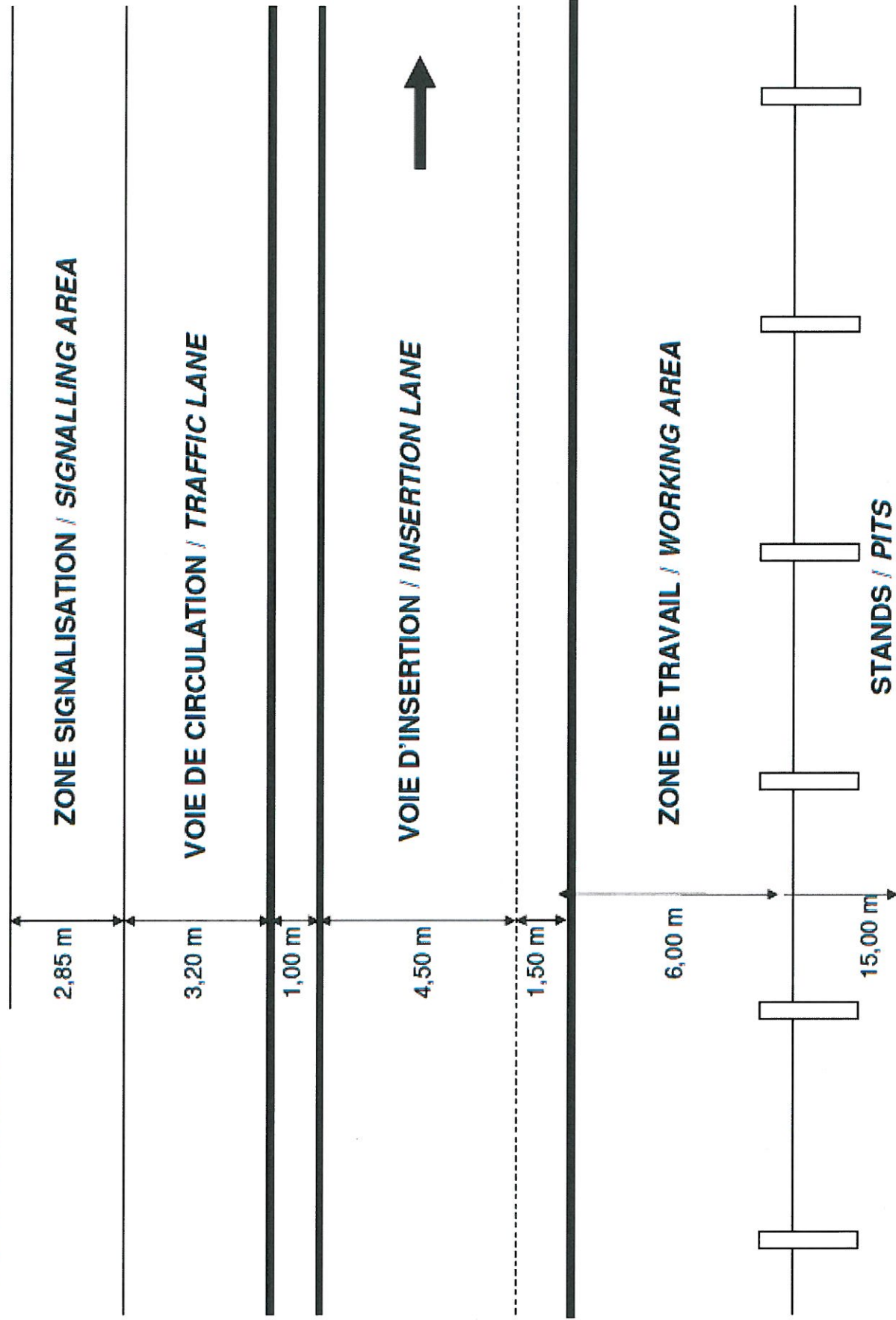
ANNEE	EQUIPAGE VAINQUEUR	MOTO	DISTANCE	MOYENNE EN COURSE	PILOTE	MOTO	CHRONO	MOYENNE
1978	Ch. LEON - J.C. CHEMARIN	HONDA RCB	3 189,120 km	132,880 km/h	Ch. LEON	HONDA RCB	1'44"7	145,787 km/h
1979*	Ch. LEON - J.C. CHEMARIN	HONDA RCB	2 992,295 km	124,678 km/h	Ch. LEON	HONDA RCB	1'43"15	147,978 km/h
1980	M. FONTAN - H. MOINEAU	HONDA RCB	3 192,91 km	133,038 km/h	M. FONTAN	HONDA RCB	1'43"01	148,050 km/h
1981*	C. HUGUET - J.C. CHEMARIN	KAWASAKI 1000J	3 300,112 km	137,504 km/h	J. LAFOND	KAWASAKI 1000J	1'42"1	149,500 km/h
1982	P.E. SAMIN - D. PERNET	SUZUKI	3 243,426 km	135,142 km/h	H. MOINEAU	SUZUKI	1'41"9	149,793 km/h
1983*	J. CORNU - G. COUDRAY - S. PELLANDINI	KAWASAKI 1000S	3 056,932 km	127,372 km/h	P.E. SAMIN	SUZUKI GS 1000	1'40"9	151,278 km/h
1984	H. VAN DER MARK - D. BRAND	SUZUKI GSX	3 277,397 km	136,558 km/h	M. FONTAN	HONDA RS	1'40"4	152,031 km/h
1985	G. BERTIN - B. MILLET - Ph. GUICHON	SUZUKI GSX	3 315,669 km	138,152 km/h	D. SARRON	HONDA RC 30	1'41"3	150,681 km/h
1986*	G. COUDRAY - P. IGOA - A. VIEIRA	HONDA RC 30	3 172,520 km	132,493 km/h	G. COUDRAY	HONDA RC 30	1'37"6	156,393 km/h
1987	D. SARRON - J.L. BATTISTINI - J.M. MATTIOLI	HONDA RC 30	3 114,910 km	130,201 km/h	D. SARRON	HONDA RC 30	1'47"5	142,894 km/h
1988*	A. VIEIRA - Ch. BOUHEBEN - J.M. MATTIOLI	HONDA RC 30	3 187,449 km	134,011 km/h	A. VIEIRA	HONDA RC 30	1'46"16	144,699 km/h
1989*	A. VIEIRA - J.M. MATTIOLI - R. BURNETT	HONDA RC 30	3 238,330 km	135,737 km/h	M. DUHAMEL	HONDA RC 30	1'48"48	147,013 km/h
1990	A. VIEIRA - J.M. MATTIOLI - S. MERTENS	HONDA RC 30	3 016,830 km	126,537 km/h	A. VIEIRA	HONDA RC 30	1'48"19	147,407 km/h
1991*	P. MONNERET - B. BONHUI - R. NICOTTE	YAMAHA FZR	3 207,320 km	135,700 km/h	B. MORRISON	KAWASAKI ZX	1'47"93	147,762 km/h
1992*	C. FORGATY - T. RIMER - M. SIMUL	KAWASAKI ZXR	3 282,630 km	139,798 km/h	S. HISLOP	KAWASAKI ZXR	1'46"90	149,186 km/h
1993*	W. VELLE - A. MORILLAS - B. MORRISON	KAWASAKI ZXR	2 985,820 km	126,472 km/h	H. MOINEAU	SUZUKI GSX R	1'47"48	148,381 km/h
1994*	T. RYMER - A. MORILLAS - J.L. BATTISTINI	KAWASAKI ZXR	3 353,510 km	139,835 km/h	T. RYMER	KAWASAKI ZXR	1'46"09	150,325 km/h
1995*	A. VIEIRA - R. NICOTTE - B. MORRISON	HONDA RC 45	3 384,520 km	141,081 km/h	T. RYMER	KAWASAKI ZXR	1'46"35	149,958 km/h
1996*	P. BONTEMPI - J. D'ORGEIX - B. MORRISON	KAWASAKI ZXR	3 402,240 km	151,014 km/h	T. RYMER	SUZUKI GSX R	1'45"321	151,423 km/h
1997*	J.E. GOMEZ - D. POLEN - P. GODDARD	SUZUKI GSX R	3 361,730 km	140,160 km/h	P.G. BONTEMPI	KAWASAKI ZXR	1'45"695	151,057 km/h
1998*	B. SEBILEAU - T. PAILOT - I. JERMAN	KAWASAKI ZX7 RR	3 312,945 km	137,962 km/h	J. D'ORGEIX	KAWASAKI ZX7 RR	1'46"352	150,124 km/h
1999*	B. SEBILEAU - S. HISLOP - C. WALKER	KAWASAKI ZX7 RR	3 380,035 km	141,049 km/h	T. RYMER	SUZUKI GSX R	1'43"327	149,990 km/h
2000*	W. COSTES - S. CHARPENTIER - S. GIMBERT	HONDA VTR	3 095,295 km	128,781 km/h	B. SEBILEAU	KAWASAKI ZX7	1'43"605	149,587 km/h
2001*	C. GUYOT - S. SCARNATO - N. DUSSAUGE	SUZUKI GSX R	3 267,495 km	136,023 km/h	L. HOLON	YAMAHA R7	1'44"138	148,822 km/h
2002	J.M. BAYLE - N. DUSSAUGE - S. GIMBERT	SUZUKI GSX R	3 302,200 km	137,527 km/h	B. MORRISON	SUZUKI GSX R	1'41"017	148,965 km/h
2003	B. MORRISON - P. DOBE - V. PHILIPPE	SUZUKI GSX R	3 415,060 km	147,223 km/h	S. GIMBERT	SUZUKI GSX R	1'41"401	148,401 km/h
2004	S. CHAMRON - K. KITAGAWA - W. NOWLAND	SUZUKI GSX R	3 314,740 km	138,028 km/h	K. KITAGAWA	SUZUKI GSX R	1'39"966	150,531 km/h
2005	S. GIMBERT - W. COSTES - D. CHECA	YAMAHA R1	3 469,400 km	144,475 km/h	D. CHECA	YAMAHA R1	1'39"620	151,054 km/h
2006*	F. PROTAT - O. FOUR - D. RIBALTA BOSCH	HONDA CBR	3 415,060 km	142,152 km/h	D. CHECA	YAMAHA R1	1'40"139	150,271 km/h
2007*	W. COSTES - G. DIETRICH - M. NEUKIRCHNER	SUZUKI GSX R	3 419,240 km	142,303 km/h	J. MAZUECOS	KAWASAKI ZX 10R	1'39"860	150,702 km/h
2008*	W. COSTES - G. DIETRICH - B. VENEMAN	SUZUKI GSX R	3 222,45 km	134,134 km/h	M. LAGRIVE	SUZUKI GSX R	1'39"812	150,944 km/h
2009*	I. JERMAN - S. MARTIN - G. GIABBANI	YAMAHA YZF-R1	3 042,495 km	126,7 km/h	M. LAGRIVE	HONDA CBR 1000 RR	1'38"242	153,356 km/h
2010*	J. DA COSTA - O. FOUR - G. LEBLANC	KAWASAKI ZX-10R	3 465,18 km	144,382 km/h	S. GIMBERT	BMW S 1000 RR	1'38"425	153,071 km/h
2011*	J. DA COSTA - O. FOUR - G. LEBLANC	KAWASAKI ZX-10R	3 490,29 km	145,363 km/h	G. LEBLANC	KAWASAKI ZX-10R	1'38"640	152,737 km/h





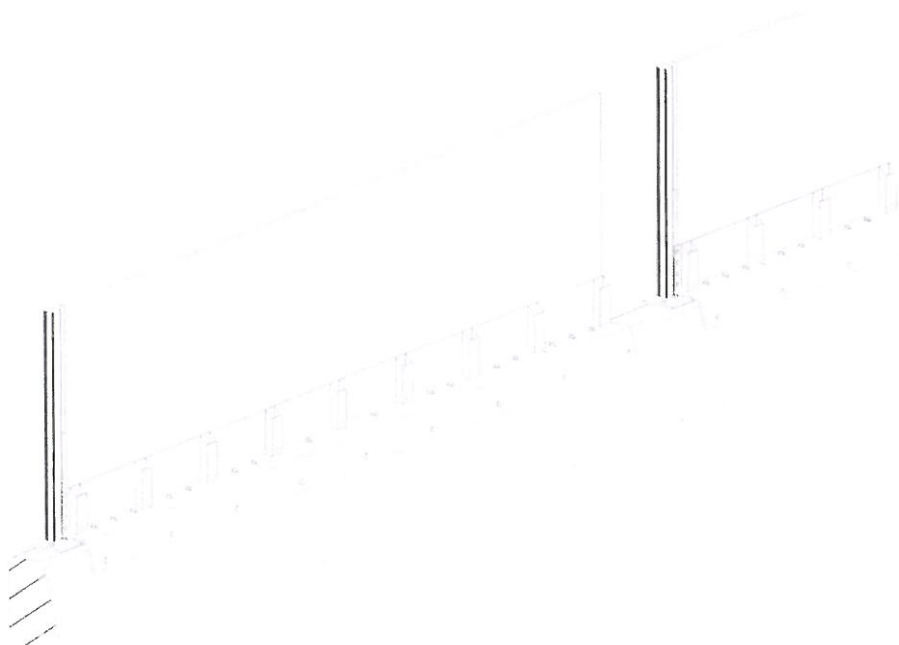
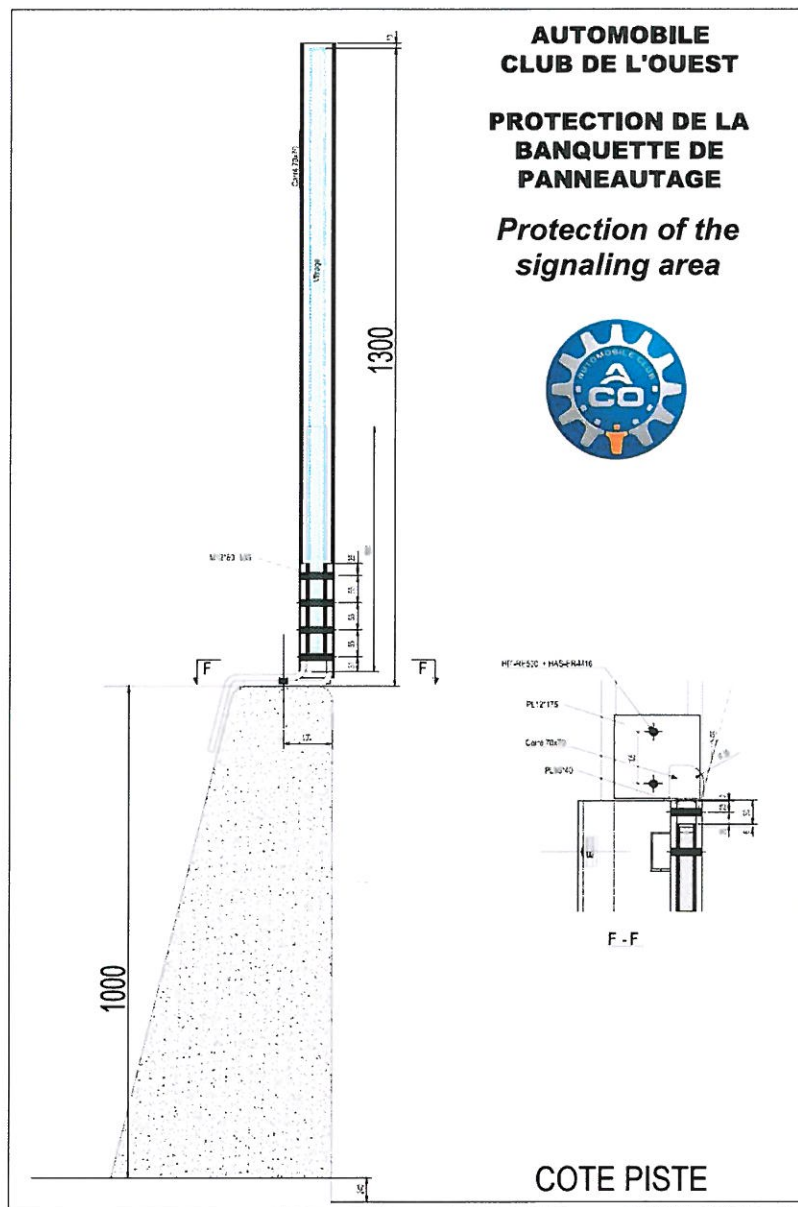
ANNEXE / APPENDIX 8

PISTE / TRACK

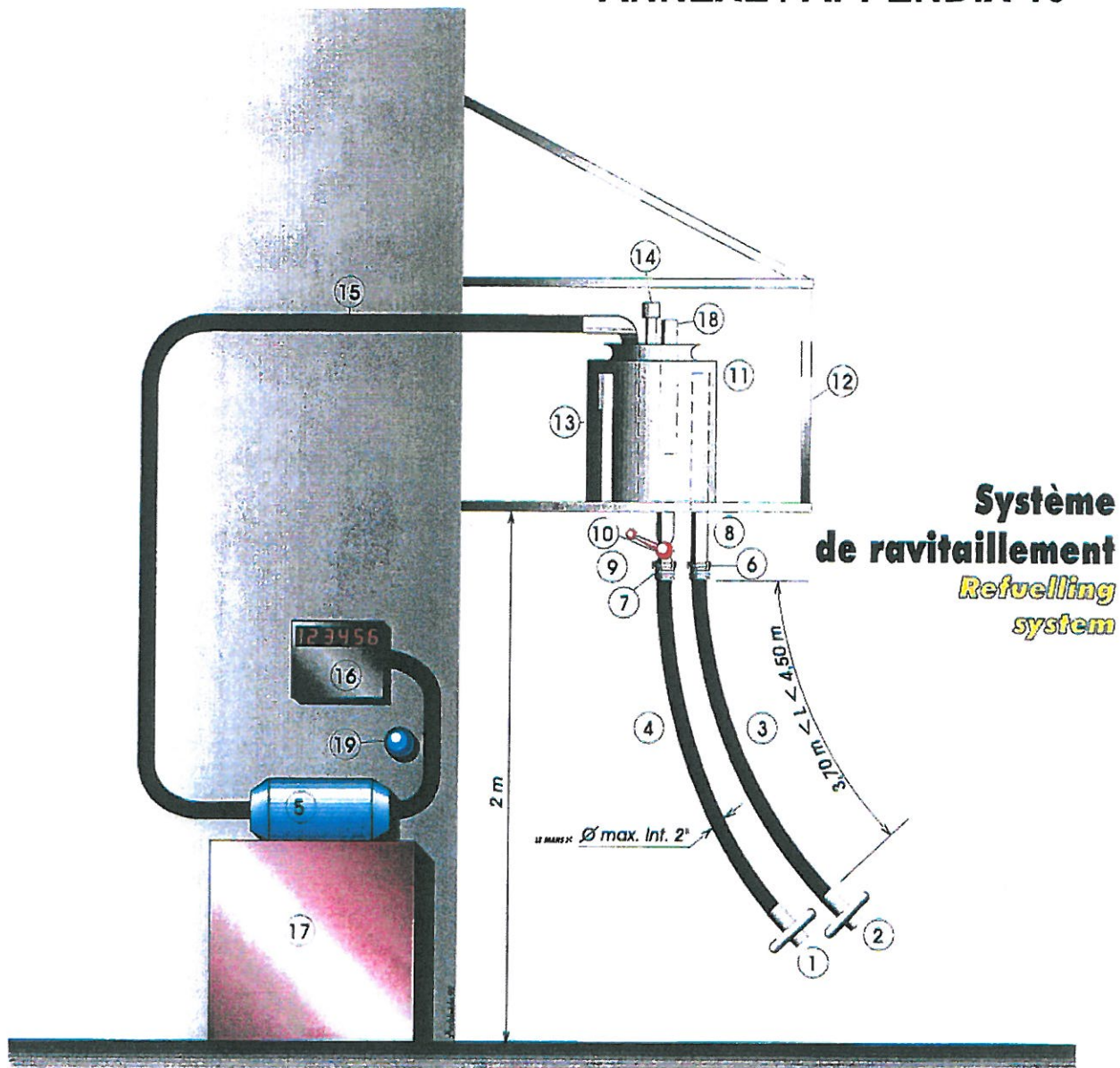


## ANNEXE / APPENDIX 9

### BANQUETTE DE PANNEAUTAGE / SIGNALING AREA



# ANNEXE / APPENDIX 10



Fourni par le concurrent

Supplied by competitors

- |        |   |
|--------|---|
| 1 et 2 | Accoupleurs étanches combinés ou séparés (vannes Zénith)  |
| 3 et 4 | Flexibles avec jonction demi symétrique DN 40 à verrou pour la connexion au réservoir (raccord pompier)                   |
| 5      | Système filtrant avec filetage femelle 26/34 (système facultatif fourni par le concurrent qui souhaite filtrer l'essence) |
| 6 et 7 | Jonction demi symétrique DN40 à verrou  |
| 8      | Orifice de dégazage   |
| 9      | Orifice de remplissage  |
| 10     | Vanne 1/4 de tour avec rappel automatique   |
| 11     | Réservoir d'approvisionnement en carburant  |
| 12     | Support de réservoir  |
| 13     | Niveau visible  |
| 14     | Mise à l'air libre du réservoir   |
| 15     | Tuyau de remplissage du réservoir   |
| 16     | Compteur volumétrique   |
| 17     | Pompe à essence dans le stand   |
| 18     | Niveau automatique  |
| 19     | Contacteur électrique de la pompe à essence   |

Leakproof combined or separated coupling (Zenith valves)

Hoses with half symmetrical junction DN 40 with bolt for the connection to the tank

Filterable system with female screw thread 26/34 (Optional system supplied by competitor that wishes to filter the fuel)

Half symmetrical junction DN40 with bolt

Overflow opening

Replenishment opening

Automatic self closing ball valve

Supply fuel tank

Rack of the supply tank

Sight glass

Air vent of the tank

Hose of replenishment of the tank

Volumetric meter

Fuel pump in the pit

Automatic level

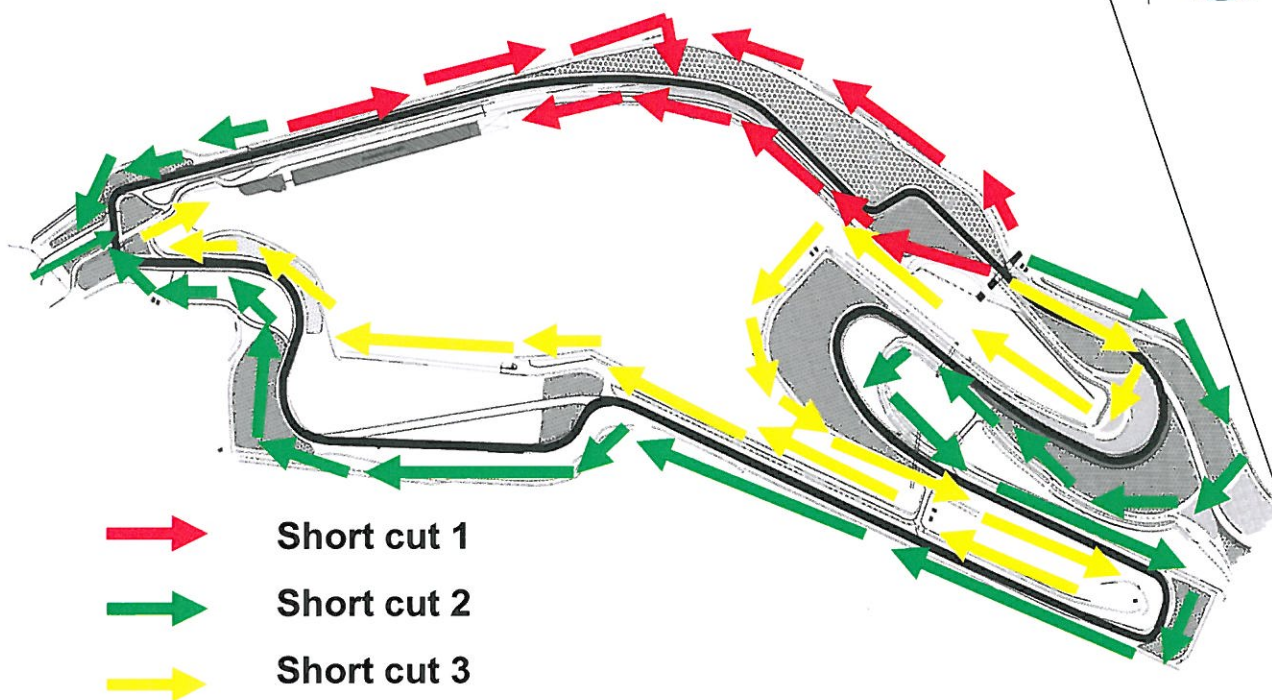
Electrical switch of the fuel pump

Fourni par l'organisateur

Supplied by organizer



## BUGATTI MAP : SHORT CUTS

**Short cut 1: Red layout**Left-hand side of the track

Concerning any problem occurring on the left hand-side of the track between the footbridge situated at the starting lights and the first exit after the Dunlop bridge, you have to go into the safety lane by taking the first possible exit. You are authorized to go back in the opposite direction to the race in this safety lane - with engine and lights switched off.

You can be helped by two mechanics from the lights at the exit of the pitlane.

Right-hand side of the track

Concerning any problem occurring on the right-hand side of the track, between the starting light footbridge and the Dunlop bridge, you must go into the safety lane by taking the first possible exit. You are authorised to go on the opposite direction to the race - with engine and lights switched off..

You can be helped by two mechanics from the lights at the exit of the pitlane.

**Short cut 2: Green layout**

Concerning any problem occurring between the first exit after the DUNLOP footbridge and the starting pole on the left side, you have to go on the safety lane by taking the first possible exit, you have to do a complete lap of the track and cross out the "Raccordement" bend between posts 15 & 16.

You can be helped by two mechanics from the Race Control footbridge.

**Short cut 3: Yellow layout**

Concerning any problem occurring between the DUNLOP footbridge and the pit entrance on the right hand-side of the track, you have to go in the safety lane by taking the first possible exit.

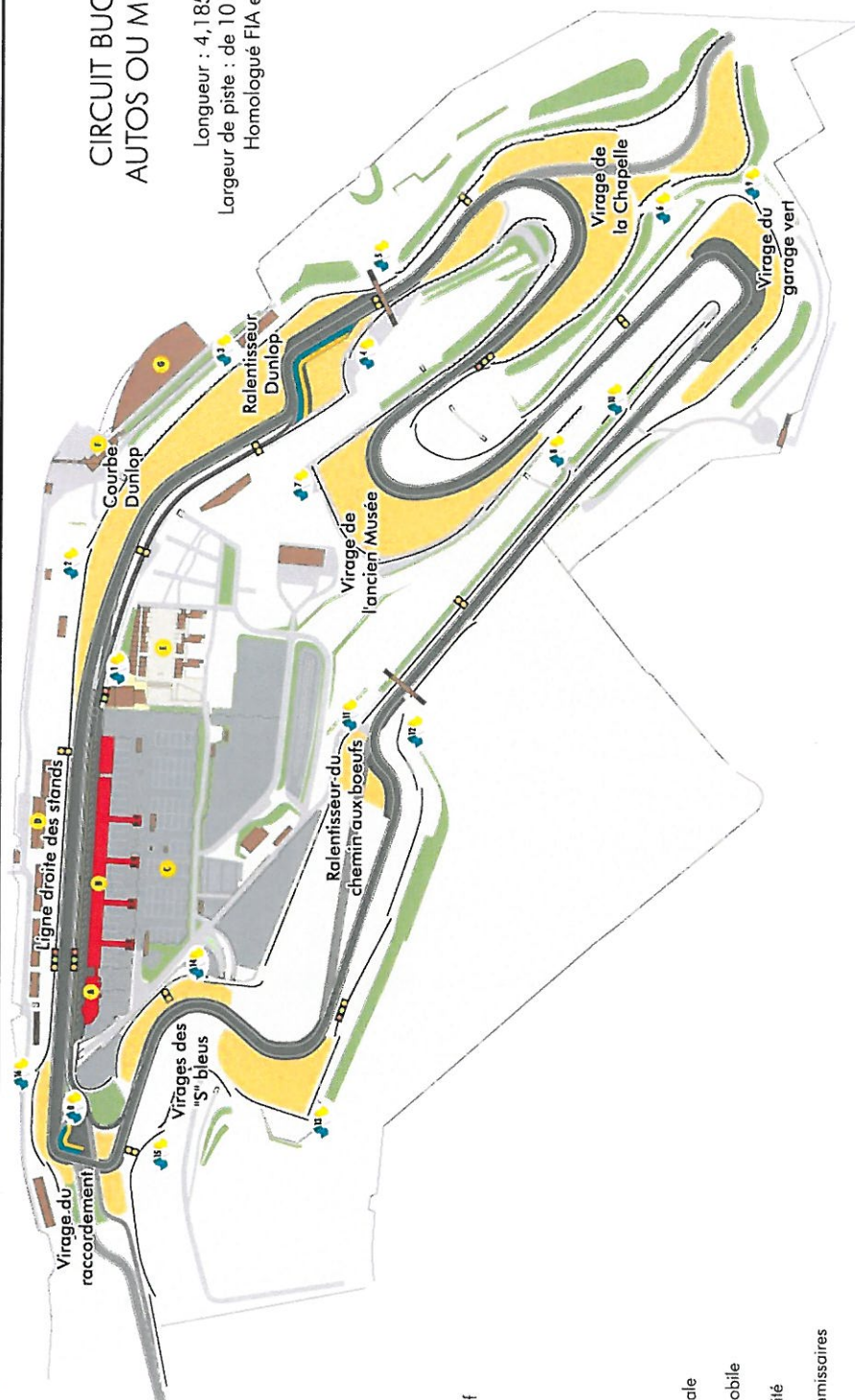
You can be helped by two mechanics from the Race Control footbridge.



## ANNEXE / APPENDIX 13

### CIRCUIT BUGATTI AUTOS OU MOTOS

Longueur : 4,185 km  
Largeur de piste : de 10 à 15 mètres  
Homologué FIA et FIM



- 1 Module sportif
- 2 Stands
- 3 Paddock
- 4 Siège A.C.O.
- 5 Village
- 6 Entrée principale
- 7 Musée Automobile
- 88 Feux de sécurité
- Postes de commissaires

