

SUPPLEMENTARY REGULATIONS

73rd BOL D'OR

Article 1 - PUBLISHING

The 73rd motorcycle Bol d'Or event, a 24-hour international event that is included in the FIM QTEL WORLD ENDURANCE CUP AND CHAMPIONSHIP as well as for the MASTER OF ENDURANCE series is organised by the ASSOCIATION MOTO-CYCLEARISTE DE FRANCE and MOTO REVUE, on the Nevers Magny-Cours circuit at 58470 Magny-Cours – France.

This competition will take place from 9th to 13th September 2009.

It is organised under the care of the International Motorcycling Federation, the French Motorcycling Federation and the Ligues Motocycliste de Bourgogne and the Ile de France.

This event has got IMN 104/05 and the FFMN visa n° . (TBC)

Article 2 - SECRETARIAT OF THE ORGANISATION

Before the event:

Editions LARIVIERE
12, rue Mozart
F - 92587 CLICHY Cedex
Tel : + 33 (0)141.40.31.28 Fax : + 33 (0)141.40.32.55.
e-mail: nathalie.lemoine@editions-lariviere.fr

During the event (with effect from Monday 7 September 2009):

Circuit de Nevers Magny Cours
Technopole
F - 58 470 MAGNY-COURS
Telephone: +33-(0)386.21.80.00 Fax: +33-(0)386.21.80.80

Article 3 - CIRCUIT

The circuit is 4,411 m long.

All the races will be run clockwise. Please find a map of the circuit attached.

Access to the circuit is possible from Monday 7th September at **14.00**. Setting up in the paddock and the pits can only take place if complying with the organisers' instructions.

Article 4 - JURISDICTION

The race will be run in accordance with the Sporting Code and the regulations for the F.I.M. Endurance races as well as the present supplementary regulations.

The Organisers commit themselves to complying with the "Green Line" environmental chart as much as possible.

Article 5 - OFFICIALS**· CHAIRMAN OF THE ORGANISING COMMITTEE Patrick CASANOVAS (A.M.C.F)****· HONORARY CHAIRMAN**

- - Honorary Member

Maurice VIMONT (A.M.C.F)

Robert JUNG (A.M.C.F)

Michel LEVALLOIS (MC CHATILLONNAIS)

Robert LIQUIER (UM SOISSONS)

· INTERNATIONAL F.I.M JURY

- - **PRESIDENT**
- - Members

Reszö BULCSU (FIM)

Philippe THIRIET (FIM)

Fernand DIEUDONNE (MC ACCELERATION)

Jacques LEMAITRE (MC NEVERS), subs.

Pedro RIBEIRO (FIM)

Christophe LE BIHAN (FFM)

Serge VERNONIS (MC MONTLUCON)

Olivier GODALLIER (FIM)

Paul DUPARC (FIM)

- - FIM Technical Steward
- - Secretary FIM Jury
- - Environment steward
- - FIM Marketing Manager
- - FIM contact

BOL D'OR RACE MANAGEMENT**· CLERK OF THE COURSE**

- - First Deputy Clerk of the Course
- - Deputy in charge of the pits
- - Deputy in charge of the supporting races
- - Deputy supporting races

Patrick COUTANT (ASM ACO)

Serge FERRER (MC BAGNOLAIS)

Patrice MORE (MC LYON)

Lionel ROUET (MC LESIGNY)

Maryse DELRIO (MC CIRCUIT ALBI)

Bernard COUSSET (MC LESIGNY)

· TECHNICAL SCRUTINEERS**- HEAD**

- First Deputy
- Members

Francis GUIER (MC MOTOSPORT 26)

Gaétan LE RUYET (MC BALEER BRO)

Claudie BONGIOVANNI (MC LYON)

François ADE (MC DU BEAUSSET)

Gérard BOITON (RMSC VILLEURBANNAIS)

Guy BONGIOVANNI (MC LYON)

David CHIES (MC ROCHOIS)

Edmond LEDOYEN (MC NEVERS)

Patrick MATTHAEI (AMIC.GARDOISE OFFI. MOTO)

Sébastien RENAUD (MC NEVERS ET NIEVRE)

Angélique RENAUD (MC NEVERS ET NIEVRE)

Eric SCHANEN (CMPN PARIS)

Thierry RIPAUX (ASM ACO)

Alain TOURNIAYRE (MC JMP RACING)

· PIT MARSHALS' HEAD

Philippe LE PIT (ASPPT)

· HEAD TRACK MARSHALS

Jacques BONNEMAIN (MC LESIGNY)

Christian COUTRY (MC NEVERS)

· Paddock HEAD MARSHAL

Noël RENOARD (A.M.C.F)

· JURY NATIONAL RACES**- CHAIRPERSON**

- Members

Nicole FUENTES (MCC ALBI)

Larry TRACY (MC CAGNES SUR MER)

Jacques LEMAITRE (MC Nevers)

· TIMEKEEPING

D.S.V.T

· SECRETARIAT

LARIVIERE ORGANISATION

Article 6 - CLASSES

Motorcycles in the following classes will be allowed in the competition, according to art. 2.6 and 2.7 of the FIM World Endurance Championship and the FIM Endurance World Cup Regulations:

- **EWC FORMULA**
- **SUPERSTOCK**
- **OPEN** : 4-stroke up to 1200 cc

To be allowed to the start the race, the machines belonging to the "open" category have to comply with the qualifying criteria found in the supplementary regulations.

These machines can appear in the overall classification of the race and are entitled to awards and prize money. But they are not entitled to any points in the world endurance championship or world cup. Whatever the case may be, these machines will only be admitted after decision of the Selection Committee.

At scrutineering before the first official practice session, team managers will have to sign a statement confirming the class in which their motorcycle is entered. No class change will be allowed after signing-on.

Article 7 - NUMBER OF MACHINES AND RIDERS ADMITTED

Number of machines admitted in practice: **66**

Number of machines admitted in the race: **57**

Number of teams admitted in the race according to qualifying results: **53**

Number of teams recommended by the Organiser for the race: **4**

Each team is made up of at least two riders with a maximum of three.

A reserve rider may be admitted only if the line-up already has the maximum regular number (three) riders. Each rider can be entered for one particular team only.

Article 8 - SELECTION OF TEAMS

A Selection Committee will meet after the entry closing date and will select **66** teams. **The Committee's decision is final: each team is therefore informed that the 73rd BOL D'OR's organisers cannot guarantee them a participation in this event before the Selection Committee has met on : 21st August 2009.**

Priorities for the acceptance of teams will be as followed:

- contracted teams
- teams having scored points in the current World Endurance Championship at closing of entries
- teams having scored points in the current World Endurance Cup at closing of entries
- other teams

Each entry has to contain a **compulsory** document mentioning the team's and all the riders' best results. The Selection Committee reserves the right to turn down any entry, even if it has been received in due time.

Article 9 - ENTRIES, LICENCES, ENTRY FEES AND DEPOSITS

It is compulsory that applications for entry must be received by the organisers **by 12 August 2009 at the latest**, giving the names of the riders (compulsory).

For non-French riders, entries must be approved by their national motorcycle federation (start permission).

All riders must have at least one of the following valid licences:

- CCR World Endurance Championship licence
- Current year CCR GP World Championship licence.
- Current year CCR Superbike World Championship licence
- Current year CCR Supersport World Championship licence

Riders who have an FFM national licence may enter provided they have paid for the one-event Inter stamp. All the teams have to produce a World Championship licence (per team). If the team wishes to enter more than one machine, they need one licence per entered machine.

A 950€ entry fee has to be attached to the application form of non-permanent teams (teams who do not take part in the World Endurance Championship or the World Endurance Cup).

A 250€ entry fee related to technical expenses has to be paid by permanent teams and attached to the application for entry (World Endurance Championship or World Endurance Cup contracted teams).

This includes:

- 1) For non-permanent teams: a **700€** entry fee.
- 2) For all the teams: a **250€** technical fee (compulsory hire of pit video receiver)

An additional, non refundable entry fee of 700€ per bike will be requested for all entries received after the closing date, subject to the organising committee accepting such entries. Entry fees will not be refunded to competitors withdrawing after 1 September 2009.

The organising committee reserves the right to refuse any entry, even if received within the time limits.

Applications cannot be considered as accepted entries for the teams as long as an official confirmation has not been received from the organiser. Each entry form has to give the names of the riders taking part in the event.

In addition, a **1,000€** deposit has to be attached to the entry application to cover all other deposits (transponders, armbands, extinguishers, etc.). This deposit will be fully refunded after the race, less any fines which may have been imposed on the teams and any amounts necessary to cover the costs of possible loss or damage incurred to the equipment. Any entered team that has not taken part in the practice sessions or in the race without a reason considered as valid by the organiser, will not have their deposit refunded.

The amount of tickets each team is entitled to receive can be found in Appendix. 1.

Article 10 – COLOURS OF WRIST- AND ARMBANDS

At administrative scrutineering and signing-on, each of the riders will receive from the organiser a wristband and two back-reflective armbands of the same colour that must be worn during all practice sessions and the race. Both the team manager and his riders must attend signing-on.

The rider has to take part in the practice sessions corresponding to the colour he has been allocated.

Wrist and armbands will be handed over at signing-on at the sports secretariat.

No change of colour of wrist or armbands will be allowed without prior agreement of the sports secretariat of the event. If the reserve rider is part of the actual race line-up, he must get his wristband changed at sports secretariat before the start of the race. He must take over the colour of the rider he is replacing. The colour of the wristband is not related in any way to the riders' order for the start of the race.

Article 11 - ADMINISTRATIVE CHECK-IN AND MACHINE SCRUTINEERING

Scrutineering and administrative signing-on will take place on Wednesday 9 September from 09.00 to 13.00 and from 14.00 to 16.00.

Opening times for the sports secretariat :

- Wednesday 9 September	from 09.00 to 13.00 and from 14.00 to 18.30
- Thursday 10 September	from 09.00 to 12.30 and from 14.00 to 19.30
- Friday 11 September	from 09.00 to 12.30 and from 14.00 to 18.30
- Saturday 12 September	from 09.00 to 12.30 and from 14.00 to 21.00
- Sunday 13 September	from 08.00 to 12.30 and from 14.00 to 16.00

Check-ins will be organised as follows:

- Administrative signing-on	Paddock Office
- Technical scrutineering	technical scrutineering area ("contrôle technique")

Riders have to produce all their equipment as well as their homologated helmets. Helmets must have white and red reflective stickers as required in the FIM World Endurance Championship regulations – Art. 1.7.2.

All machines must be fitted upon presentation to scrutineering with a complete electrical loom in proper working condition in accordance with Art. 2.3.11 of the FIM Endurance Regulations.

When weighing a motorcycle, scrutineers will check on the proper working of the whole lighting system and, if necessary, will take any required steps compelling competitors to improve their lighting system.

The whole lighting system (headlights, batteries, wiring, rear lights) must be mounted in a permanent, safe and efficient way during practice sessions as well as during the race.

The total weight of the machine (fuel tank included) may not be below the minimum weight in its class (1 kg tolerance) at any time during the event.

A Dyno will be used for check-ups at the end of the race.

Machines must be fitted with number plates complying with Art 2.3.12 of the FIM WEC regulations.

All machines may be submitted to noise control at any time during practice and in particular at the end of qualifying practice.

Engine markings will be carried out in the pit garages on Saturday morning straight after warm-up.

Silencers, carburettors or spare jets markings will be carried out on Thursday 10 Sept. 2009 from 10.00 to 16.00.

Article 12 - FUEL

The choice of fuel type is free, provided it complies with Art. 2.10 of the FIM WEC regulations.

Article 13 - PRACTICE – QUALIFYING

Any rider entered in the 73rd Bol d'Or must take part in practice and qualifying in the group in which he has been entered according to the colour of his armbands and wristband.

To be allowed to take part in the competition, each rider has to complete the minimum qualifying time in his group (115% of the average of the three best times) in at least one of the qualifying sessions and have completed a minimum of 5 laps during practice.

Qualifying time is the same for all the classes.

Superpole will take place as per FIM World Endurance Championship and Cup (Art. 1.13.6 FIM).

Article 14 – STARTING GRID

A provisional starting grid will be issued at the Jury meeting held after the Superpole as per article 1.14 of the FIM WEC Regulations.

The final starting grid will be issued one hour after the end of the warm up. The position on the grid will remain unchanged compared to the provisional starting grid even if there is a change of rider.

Article 15 - MODIFICATIONS & CONFIRMATION TO THE TEAMS' LINE UP

Any change of team, or changes in the order or the names of the riders entering the BOL D'OR may be carried out within one hour after the end of the last session of free practice (Thursday 10 September 2009).

No other modification will be permitted after the start of the qualifying sessions until the end of qualifying practice on Friday 11 September 2009.

All team managers must bring the confirmation of their team line-up to the sports secretariat of the meeting within half an hour after the end of the warm-up on Saturday 12 September 2009 (penalty for any delay : one stop and go).

Article 16 – BRIEFING

Team managers must attend the whole of the compulsory briefing scheduled in the A. Senna room, **on Wednesday 9 September 2009 18.15 – 19.15.**

All riders taking part in the World Endurance Championship for the first time this year have to attend the whole of the riders' briefing in the A. Senna room on **Wednesday 9 September at 09.30.**

Article 17 – PITS AND PADDOCK – TIMEKEEPING BOARDS

Positioning in the pits and paddock has to comply with the organiser's instructions in cooperation with the FIM contact people.

Final pit garage allocation will happen on Friday 11 September 2009 after publication of qualified teams.

All derricks must be strongly assembled inside the pits (outside maximum authorised overlap 0.50m) before 11.00, on Thursday 10 September 2009, to allow time for checking. Any derrick not meeting safety requirements will have to be dismantled.

The use of any spark-generating device (welder, grinder, sharpener, etc.) is strictly prohibited. During practice and the race, only portable electrical tools without power cables are allowed.

Any team not in their pit garage by 11.00 on Saturday 12 September 2009 will be considered as having withdrawn from the competition. All the teams that have not qualified must vacate their pit garage by 16.00 on Friday 11 September 2009.

A pit garage can be allocated to either one or several machines belonging to one competitor or to two different competitors, each sharing equally: the covered surface (i.e. a minimum of 24 m² per team), the installations, the surface in the pit lane as well as the timekeeping wall.

The team manager is in charge of enforcement of safety instructions.

Hospitality and catering: Every team will be allocated a 7m x 3m parking area behind their pit garage for their workshop vehicle where caravan or tent will be forbidden, as well as 50 m² for team catering in the "Paddock Bol d'Or" paddock.

Timekeeping boards: The timekeeping area is located in the pit zone. Timekeeping boards are allowed in the particular zone (2 signallers per team). Removable outfits are allowed as long as they do not hinder safety. The use of flags, emblems or lights similar to those used by officials for communicating with the riders is strictly forbidden.

The installations along the timekeeping walls mustn't be any higher than 2 m and mustn't overshoot the glass protection. It mustn't be any longer than 2 m nor any deeper than 1 m between the 2 walls.

They must be exclusively made of transparent material. The only inscription allowed on them (200 cm x 200cm) is the bike's make.

Article 18 - PROVISIONAL TIMETABLE**WEDNESDAY 9 September 2009**

09.00 – 13.00 and 14.00 – 16.00	Signing-on and technical scrutineering.
18.05 – 19.15	BOL D'OR TEAM MANAGERS BRIEFING
19.30 – 20.00	BOL D'OR RIDERS BRIEFING

THURSDAY 10 September 2009

10h45 - 11h45	BOL D'OR (Free practice)	60 mn
13h30 - 14h30	BOL D'OR (Free practice)	60 mn
14h40 – 15h05	MICHELIN POWER CUP 1000 (qualifying)	25 mn
15h15 – 15h40	MICHELIN POWER CUP 1000 (qualifying)	25 mn
15h50 – 16h15	Challenge PROTWIN (qualifying)	25 mn
16h30 - 17h00	BOL D'OR Blue Armbands (qualifying)	30 mn
17h10 - 17h40	BOL D'OR White Armbands (qualifying)	30 mn
17h50 - 18h20	BOL D'OR Red Armbands (qualifying)	30 mn
18h30 - 19h00	BOL D'OR Green Armbands (qualifying)	30 mn

BOL D'OR Night practice

21h00 - 22h15	BOL D'OR	75 mn
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FRIDAY 11 September 2009

09h05 - 09h20	Race Cup Academy (Free practice)	15 mn
09h30 - 09h55	FRENCH CUP HONDA(qualifying)	25 mn
10h15 - 10h45	BOL D'OR Blue armbands (qualifying)	30 mn
10h55 - 11h25	BOL D'OR White Armbands (qualifying)	30 mn
11h35 - 12h05	BOL D'OR Red Armbands (qualifying)	30 mn
12h15 - 12h45	BOL D'OR Green Armbands (qualifying)	30 mn
13h55 – 14h20	MICHELIN POWER CUP 1000(qualifying))	25 mn
14h30 – 14h55	MICHELIN POWER CUP 1000 (qualifying)	25 mn
15h10 – 15h30	Free practice SUPERPOLE	20 mn
15h40 – 16h15	SUPERPOLE BOL D'OR	35 mn
Shouldn't the Superpole be taking place, a free practice session open to all the teams would be organised.		
16h20 – 16h45	Challenge PROTWIN (qualifying)	25 mn
16h55 - 17h20	FRENCH CUP HONDA (qualifying)	25 mn
17h30 - 17h45	Race Cup Academy (qualifying)	15 mn

From 18.00 **Entertainment, pit walkabout**

SATURDAY 12 September 2009

09h00 – 09h20	FINAL MICHELIN POWER CUP 1000	10 laps
09h35 – 09h55	FINAL PROTWIN	10 laps
10h10 - 10h55	WARM UP BOL D'OR	45 mn
11h15 - 11h30	FINAL RACE CUP ACADEMY	7 laps
11h45 – 12h05	FINAL MICHELIN POWER CUP 1000	10 laps
12h20 - 12h40	FINAL FRENCH CUP HONDA	10 laps
12h50 – 14h10	ENTERTAINMENT.	
14h15	Preparation of bikes + riders in fopnrt of pits “Le Mans start scheme”	
14h30	Beginning of the start procedure	
15.00	START OF THE 73rd BOL D'OR	

Article 19 - STARTING PROCEDURE

The starting procedure will comply with F.I.M. regulations (art 1.16 of the FIM endurance regulations).

Article 20 – PIT STOPS

Pit stops have to comply with art. 1.15.6 and 1.18 of the FIM endurance regulations.

Any mechanical operation or rider change must take place in front of the allocated pit garage.

Any competitor wishing to stop at his pit garage must ride down the whole of the pit lane.

If a rider overshoots his pit garage at a pit stop, up to the level of the last pit garage, he may push his bike back in the opposite direction, with engine stopped.

Any competitor caught speeding in the pit lane will be penalised.

One or several speed gun(s) will be used by the organisers for checking on speed in the pit lane.

During practice, speeding in the pit lane will be fined \$200 (or ~~130€~~).

The 'stop-and-go' procedure will be as per Art. 1.17 of the FIM Endurance regulations.

Article 21 – RE-FUELLING

Refuelling operations have to comply with Art. 1.15.6 and 2.3.15 of the FIM Endurance regulations.

If re-fuelling with a derrick, capacity must not exceed 50 litres 5including the fuel in the derrick).

Fuel tank: the original fuel tank can be modified in all the classes. Maximum allowed capacity is 24 litres provided the original profile has remained the same as the one homologated.

Derricks must be covered and the spout facing downwards, gravity feed being the only authorised method of re-fuelling.

In order to fill the derricks, only hand pumps are permitted to the exclusion of any electrical or pneumatic pumping device (electrical pumps with approved explosion-proof certificate are allowed).

Front lights have to remain switched off until the bike leaves the pit again. The **rear** light may remain on.

Only four clearly identifiable people are allowed to be working on (= in contact with) the bike at the same time in the working area in front of the pit garage during pit stops.

At no time may the shutter be lowered or closed on the trackside whilst repairs are in progress. No other motorcycle (or engine) may be stored in or behind the pits.

It is strictly forbidden to smoke in and in front of the pits.

The person in charge of fire safety must not be wearing official fireman PPE.

Article 22 - STOPPING ON THE TRACK

22.1) You are reminded that a rider mustn't leave his machine stopped on the circuit under penalty of disqualification from the race. Also, he mustn't walk back to his pit for assistance, parts or tools. It is forbidden for a rider stopped for whatever reason to ride or push his motorcycle in the opposite direction to the race.

A rider suffering machine trouble along the track can only fix it by his own means with the tools found on the bike.

Riders have to repair or adjust the bike on their own without any outside assistance. Marshals may help the rider lift and hold the bike while he is working. The marshal can then help the rider restart the bike.

If a rider has to be taken over to the Medical Centre after or subsequent to a crash, and if agreed by the race doctor, he may go back to his machine. He has to be accompanied by an official at all times. He should return to the circuit at the very spot where he had left it. The International Jury will be sole judge of the legitimacy of such action.

22.2) In case of breakdown on the track during the race, riders will be allowed to use, to return to their pits, the routes laid down in article 23.3, depending on the location of their machine on the track when it broke down.

They will nevertheless have to respect the following conditions:

- a) obey marshals' instructions;
- b) receive no outside assistance on their entire return journey.

Except in the pit area, nobody but sports stewards, technical stewards, the Clerk of the Course, track marshals, medical and safety staff, may get within less than 10 metres of the bike that has stopped, or of the rider if he has walked away from his machine. A rider returning to his pit by any other route than those defined above will be immediately disqualified, as well as his team. Returning to the pits will be undertaken under the permanent control of one or several marshals. The rider has to push his machine to the nearest lane following the clockwise race direction. In no case should he push in the opposite direction.

- 22.3)** To fully understand the routes to be followed in case of a failure, please refer to the instructions given at the briefings.
- 22.4)** If a motorcycle breaks down in front of the pits on the left side of the track (racing direction), the rider will be allowed, under protection of a marshal, to come back via the exit of the pits and push back to his pit in opposite direction, with engine switched off. As soon as the rider gets to the beginning of the pit area, two mechanics are allowed to take over and push the broken-down motorcycle, with the rider staying close to his motorcycle. The exact location of the place where the machine can be taken over by the mechanics will be explained at the briefing.

Article 23 - RACE BEHAVIOUR

As per Art. 1.18 of the FIM endurance regulations.

Riding time limit: as per Art. 1.15.3 of the FIM endurance regulations.

During the race, riders must have their lights permanently switched on as soon as instructed to do so by the Clerk of the Course.

Article 24 - RACE STOPPED – SAFETY CAR PROCEDURE

- 24.1)** If, during the course of the race, an incident or weather conditions do not allow normal progress of the competition, the Clerk of the Course can decide to bring two safety cars onto the track, as mentioned in Art. 1.15.9 of the FIM Endurance Regulations.
- 24.2)** Should the race be stopped (red flag) by the Clerk of the Course, the provisions of art.1.23 of the FIM endurance regulations would be enforced. All the machines must then be parked in a “parc fermé” (technical area).
- 24.3)** Should the race be re-started, the rules described in Art. 1.24 of the FIM endurance regulations will be applied.

Article 25 - RETIREMENT

A competitor who wishes to retire from the race must promptly notify the pit marshal in charge of his machine of his retirement and sign the notification.

If a rider moves away more than 10 metres from his machine by his own will, he will be considered as having abandoned it and consequently be disqualified (exception see article 22.1 above).

Any team abandoning their pit garage for more than 30 minutes or leaving their pit garage closed on the ‘trackside’ will be considered as retired from the race.

Article 26 – RACE FINISH

At the end of the scheduled time for the race, the chequered flag will be waved on the « finish » timekeeping line to the leading rider provided he has passed the line within 5 minutes. If this rider does not finish in this time scale, the chequered flag will be waved at the rider who is then in the next best position according to the race classification.

Article 27 - RANKINGS

Race rankings:

The rankings will be established according to the number of laps covered and the passage time (Art 1.22 of FIM WEC regulations).

All the machines that have a finish will proceed to the parc fermé immediately after the finish.

In case of a premature end to the race, rankings will be established as provided for under Art. 1.23 of the FIM WEC regulations.

Article 28 - PRIZES AND TROPHIES

Total amount for prizes: 17 650€

1	€7 000	7	€400
2	€3 000	8	€300
3	€2 000	9	€200
4	€1 000	10	€170
5	€600	11 to 30	€124
6	€500		

According to Art. 1.28.4. of the FIM endurance regulations, the 7 top teams in the list of contracted teams will receive 3,900€ for participating, the 6 next contracted ones will receive a minimum of 1,900€ and the 7 next contracted teams will get a minimum of 1,000€ for participating (total amount 45,700€).

This money is allocated only if the team has started the race.

- Three "Bol d'Or" trophies will be given to the winning team in the overall classification.
- One "Bol d'Or" trophy to the manufacturer or importer of the winning make.
- Three "Bol d'Or" replicas to the classified teams **attending prize giving**.

Prize money will be handed over to the body (individual or corporate) who entered the machine.

Prizes that have not been collected at the prize giving ceremony will remain Larivière Organisation's property.

Article 29 - PROTEST

Protests have to be drawn up according to the provisions of the FIM discipline and arbitration code along with a deposit of \$ 800 (or €15).

Should a claim require dismantling the bike, a deposit will be requested according to Art. 1.29 of the FIM endurance regulations.

Article 30 - APPLICATION OF THE REGULATIONS

Upon entry, the competitor, the team manager and the riders declare that they have full knowledge of the present regulations and they undertake to comply with them as well as with all decisions taken by the officials.

All points not dealt with in the present regulations and any connected interpretation will be settled by the Jury under the provisions of FIM International Sporting code and its appendixes.

Article 31 - WAIVERS OF RECOURSE TO RECOVERY RIGHT AGAINST THE SPORTING AUTHORITIES

Independent of the provisions of the FIM Sporting Code, the riders, by reason of their participation waive any recovery right against the organisers, their representatives or agents, either by arbitration, or before the courts, or in any other way not provided for under the FIM Sporting Code, for any damage they may be exposed to in consequence of acts or omissions on the part of the organisers, their officials, representatives or agents – whether appointed by the organiser or the national or international sport authority -, in application of these regulations and any other which could be drawn up later or for any other resulting cause.

Article 32 - CANCELLATION OF THE EVENT

If the race cannot take place for whatever reason, the organisers cannot be held responsible and, consequently, competitors won't be entitled to compensation.

Except in the case of force majeure, competitors will be warned of the cancellation at least eight days before the date of the race. In such a case, entry fees will be refunded to competitors.

Article 33 - INSURANCE

By accepting entry forms, the national federation of the rider certifies that he/she is insured according to the FIM provisions.

In compliance with the regulations, the organiser has taken out insurance for civil liability of riders in case of an accident during the event (practice and race).

The organiser declines any responsibility for damage to a motorcycle, accessories or material caused by accident, fire or any other incident.

Article 34 - ADVERTISING

You are kindly reminded that, according to Act 91-32, any advertising in favour of a brand of tobacco or alcohol is banned within the race precincts.

34.1) Advertisements and advertising or promotional actions in the precincts of the organisation or close to the circuit (non-competitor stands, competitor's paddock, track, village, etc.) must receive prior agreement from the advertising department of LARIVIERE ORGANISATION.

Any advertising, billposting or any advertising of a promotional nature in or on the pits is formally forbidden unless with prior agreement of the organisers.

34.2) The park(s) reserved for the competitors and helpers is/are put at the competitors' and companies' disposal to participate in the event in technical conditions as satisfactory as possible. The park(s) cannot therefore be used for advertising/commercial purposes without prior agreement of the organisers.

34.3) - Any air advertising, advertising action, promotional or for public relations taking place in the airspace above the circuit and the communes crossed by the circuit, is strictly forbidden unless with prior written

agreement from LARIVIERE ORGANISATION's Advertising Department or from the local administrative authorities.

Also, the use of any helicopter landing space in the precincts and approaches to the circuit is strictly forbidden, except with prior agreement from LARIVIERE ORGANISATION.

Article 35 – PADDOCK AREA

The competitors are politely reminded that all their equipment, including their motorcycles, is entirely their responsibility. They should be looked after carefully at all times. The organising club's civil liability can never be called upon in case of theft or damage.

Article 36 - DISCREPANCIES BETWEEN THE FRENCH AND THE ENGLISH TEXTS

Should any dispute arise about the interpretation of the French and the English texts, the French version would prevail.

APPENDIXES

- I (Article 9) Allocation of tickets and vehicle passes
- II General map of the circuit.

ANNEXE - LAISSEZ PASSERS APPENDIX - PASSES

Les équipes sous contrat seront en possession de pass permanents fournis par la FIM pour le Championnat du Monde d'Endurance.

Tous les autres équipages admis aux essais recevront chacun 23 accréditifs :

- 1 pour le team manager (full pass)
- 1 pour chacun des pilotes (bleu – blanc – rouge – vert)
- 5 pour les mécaniciens (accès paddock, loges, intérieur stands, voies de sécurité et voie des stands-piste).
- 5 pour les panneauteurs et chronométreurs (accès paddock, loges, intérieur stands, voies de sécurité et voie des stands-piste)
- 7 pour les invités stands et le responsable sécurité incendie (accès paddock, loges, intérieur stands)
- 1 pour l'attaché de presse du team (accès paddock, loges, intérieur stands et salle de presse)

Chaque laissez-passer étant nominatif, il ne pourra être retiré que par son détenteur à l'accueil sur présentation d'une pièce d'identité.

Seul le team manager pourra modifier un nom sur la fiche laissez passer.

The contracted teams have to use their permanent passes issued by FIM for the Endurance World Championship.

All the other teams will receive 23 passes each:

- *1 for the team manager (full pass)*
- *1 for each of the riders (blue – white – red – green)*
- *5 for the mechanics (paddock access, lounges, garages, safety tracks and pit lane track)*
- *5 for time keepers and signallers (paddock access, lounges, garages, safety tracks and pit lane track)*
- *7 for a garage guests and the person in charge of fire security (paddock access, lounge, inside garage)*
- *1 for the press officer of the team (paddock access, lounge, inside garage and press)*

All the passes are strictly personal. Consequently, you will have to produce PERSONAL IDENTIFICATION when collecting your documents from the welcome centre.

Please note that the only person entitled to change anything on the original “pass form” is the team manager.