



## Endurance Legends Sporting Regulations 2017

### Table of Contents

- Section 1: Riders Briefing
- Section 2: Practice sessions & qualifying
- Section 3: Starting grid
- Section 4: Starting procedure
- Section 5: Pit stops
- Section 6: Rider change and refuelling
- Section 7: Machine breakdown procedure
- Section 8: During the race
- Section 9: Penalties during the race
- Section 10: Stop & Go procedures
- Section 11: Neutralisation of the race
- Section 12: Stopping of the race
- Section 13: Finish of race
- Section 14: Race results
- Section 15: Timekeeping
- Section 16: Retirement
- Section 17: Protests
- Section 18: Flags and lights

### Section 1: Riders Briefing

- A compulsory briefing for all riders and team managers will be organised with the date, time and place indicated in the Final Instructions.
- A register of attendance at the briefing will be made and passed to the Clerk of the Course who will impose a 1 minute penalty for teams riders and managers failing to attend.
- Immediately after the briefing each team will have to declare to the Clerk of the Course the identity of the rider who will take the start of the race.

### Section 2: Practice Sessions & Qualifying

- Each rider must participate in the practice and qualifying sessions corresponding to their group and achieve the minimum qualification time of 130% of the average of the best three times in the class.
- In the case of rain affected practice, and upon decision of the Clerk of the Course, the minimum times may be relaxed to 150% of the average of the three best times of the class.
- If a rider participates in a 2 riders-team and is not able to reach the minimal qualifying time in his session, he may apply to ride in the third qualifying practice (however the time used to make up the starting grid will be the one from the first session).
- Teams with two qualified riders will not be allowed to take part in this third session.
- Participation in the warm-up is not mandatory.

### Section 3: Starting Grid

- The starting grid will be determined from the average of the best times set by the team's riders during the qualifying sessions.
- The bikes not equipped with a self-starter will be placed at the back of the start grid.

## Section 4: Starting Procedure

- **14.30- Pit Lane Exit Opens**

Pit lane exit opens for machines to make their way to the grid.

- **14.40- Pit Lane Exit Closes**

Pit lane exit closes after ten minutes, after which riders must start the race from Pit Lane. Machines to be lined up in echelon 2m apart in start order on the pit wall side of the track. Any machine without an electric start will be placed at the back of the grid. Machines may be held by a mechanic or placed on a stand.

- **14.50- Five Minute Board Displayed**

Riders must take up their position on the opposite side of the track to their machine.

- **14.52- Three Minute Board Displayed**

No further work permitted on the machine. One minute penalty in case of rule infraction. If further work is required the machine must be removed to pit lane. The grid to be cleared and only the rider and a maximum of two mechanics per machine to remain.

- **14.54- One Minute Board Displayed**

Second mechanics to clear the grid leaving just one mechanic supporting the machine.

- **14.55- Green Flag Waved**

Green flag waved to start the warm-up lap, the riders set-off for one warm-up lap and return to their starting position on the start line. A start line official will stand on the start line with red flag raised until the Clerk of the Course is ready to start the race. A start line official will stand at the back of the grid (in line with the pit entry lane) when all machines have returned, with red and green flags. The red flag to direct any late arrivals to a start position at the back of the grid or to return to pit lane after the race has started. The green flag to be waved to indicate the grid is correct

- **14.59- One Minute Board Displayed Post Warm Up Lap**

Riders must take up their position on the opposite side of the track to their machine. Only one mechanic per team to remain and support the machine.

- **15:00- Start of the Race**

At the scheduled time of 3pm, the Clerk of the Course will authorise the start by means of the red starting lights. Riders must not receive assistance from their mechanics to start their machines. In the event a rider is unable to start his machine he can be assisted by his/her mechanic once the Clerk of the Course has waved the green flag, when all the other competitors have set off. Assistance cannot be given to start the bike prior to the green flag dropping only when the green flag has dropped can a mechanic assist the rider if the rider is unable to start the bike.

Any infringement to the start of the race procedure will be penalised with a "Stop & Go".

## Section 5: Pit Stops

- Riders may enter the pit-lane during the race to make adjustments to their machines, refuel or change tyres.
- All such work must be carried out in the pit lane on the working apron in front of the pit boxes.
- The engine must be switched off during the pit stop.
- A speed limit of 60 km/h will be enforced in the pit lane at all times during the event. Speed will be monitored and one minute penalties will be issued to all those who do not respect the 60kph limit.
- Any rider found to have exceeded the limit during qualifying, will be subject to the cancellation of the best lap time made during these qualifications.
- During the race, any speed excess will be penalized with a one-minute penalty.
- If for any reason a rider overruns the stop in front of his box, he can return in the opposite direction, engine switched off.

## Section 6: Rider Change and Refuelling

### Rider Change

- During a rider change the machine must be put on a stand.

### Refuelling

- During refuelling it is compulsory to switch off the engine and place the machine on a stand before dismounting from the machine.
- During the refuelling, no other intervention whatsoever may be carried out on the motorbike.
- The use of jerry cans, funnels or any other open system is strictly forbidden during refuelling.
- Refuelling must only take place after all mechanical interventions on the machine have been completed and before the rider tries to restart the machine
- The number of people assisting the refuelling is free
- After refuelling, should any further mechanical intervention be required to the machine this may only be carried out inside the team's allocated pit box. **Any infringement to this point will be penalised with a drive-through.**

### Fire Safety

- From the beginning of the official practices, each team must appoint one person for fire safety duties. This person must be equipped with a reliable extinguisher suitable for fuel fires and no refuelling will be allowed without presence of this person.
- All team staff involved with the refuelling, including the person responsible for the fire extinguisher, and every person standing less than one metre from the motorbike must wear suitable fire retardant clothing, a full-face helmet with the visor closed or eye protection and a hood. (Leather bike wear can be considered suitable fire retardant clothing). This procedure is applicable during all practice sessions and the race.
- The pit marshal must be present during the refuelling. Each team must request the presence of a pit marshal before the refuelling.
- When filling only gravity is allowed to guide the fuel into the motorbike's fuel tank. When the person in charge of the refuelling releases the opening handle of the refuelling cell, the fuel should automatically stop running.
- The refuelling can only be made with a quick fill system fuel can, with the opening being done either using a controlled device or pressing the can against the reservoir cap, and carried out by the person in charge of the refuelling. In the event the 'bike has two filler caps, one of these needs to be made inoperative.
- A change of reservoir is permitted on condition that the connection and activation system has been verified and approved during the technical scrutineering, with both identical reservoirs being presented.
- When filling the fuel cans, the persons in charge of this job should also wear their protective clothing.
- It is prohibited to store fuel inside the pit box. For the transport of the fuel, it is mandatory to use a metallic jerry can with a leak proof seal.
- It is explicitly forbidden to smoke in, in front of, or behind the pit boxes.

## Section 7: Machine Breakdown Procedure

The procedure and route to be followed in case of a breakdown will be defined during the briefing. Failure to follow the procedure will result in disqualification.

If a machine breaks down on track:

- The rider must not leave the machine – penalty disqualification.
- The rider must not push his machine in the opposite direction of the race.
- The rider must not receive outside assistance
- The riders must adhere to marshals' instructions.
- The rider must not remove any of his protective clothing.
- In the event of a breakdown in front of the pits, the rider may, under supervision of a Marshal, return via the pit lane exit in the opposite direction, pushing his machine with the engine switched off until reaching their pit. Once the rider has entered enters the pit lane, they may receive the help of two mechanics.

- The team may request assistance for the rider and their bike to be brought back by a vehicle provided by the organisers. In that case, both will be dropped off as near as possible to the pit lane entry, to the pit box entry or in front of the Technical Scrutineering office. From this point, two persons from the team will be allowed to bring the machine back to the pits under the supervision of an official. Their lap will be counted in their end-of-race total. If several teams ask for such assistance following a problem involving a number of riders, the teams will be assisted based on the order on the starting grid.
- Only assistance from the organisers will be permitted to recover machines.

### **Section 8: During the Race**

- Each rider cannot ride for more than 45 consecutive minutes (pit stop included) or remain on track for more than 2 hours and 40 minutes in total.

Sanction in the case the rider remains out on track for more than 45 consecutive minutes:

More than 45 minutes but less than one hour (pit stop included): STOP & GO,

More than one hour (pit stop included): 5 minute penalty.

More than 75 minutes (pit stop included): black flag

More than 160 minutes in total (pit stop included): 10 minute penalty

- Riders must obey the flag signals, the light signals, and the boards that convey instructions.
  - If the black flag is waved, the rider must return to the pit immediately.
  - A black flag with orange roundel means an immediate stop. Any infringement to these regulations will result in sanctions.
- In the event a rider completes a double stint, they will be required to come into his pit, get off their machine, remount, and return to the track.

### **Section 9: Penalties during the race**

If penalties are incurred by a rider during the race, these will be communicated as quickly as possible to the team manager.

### **Section 10: Stop & Go Procedures**

- During the race, the rider will be requested to stop in the penalty zone in the pit lane. Stopping elsewhere in the pit lane is not permitted. The rider must bring the motorbike to a complete standstill and remain stationary for 30 seconds. The rider may then re-join the race. The rider must respect the speed limit (60 km/h) from the beginning of the pit lane through to the exit. In case of infringement of this speed limit, the "Stop & Go" procedure will be repeated; in the case of a second infringement of this speed limit, the black flag will be shown to the rider.
- In the event of a restarted race, the above regulation will also apply.
- In the case of a race interrupted prior to the penalty being issued and, if there is a second part, the rider penalised for an anticipated start will be required to carry out his/her "Stop & Go" stop after the start of the second part of the race.
- In the case of a rider not having sat out his penalty for an anticipated start imposed during the first part of the race and if he/she subsequently was found to have anticipated the start in the second part of the race, the rider will be shown the black flag.
- Once the team has been notified, a board displaying the word "STOP" and the rider's number will be shown at the start line. Failure by the relevant rider to stop, having been shown the "STOP" board 5 times, will result in that rider being shown the black flag on his 6th passage.
- If more than one rider is penalised, the "STOP" board will be shown to another penalised rider on subsequent laps. The order of the riders will be based on the qualifying times with the fastest rider stopping first.
- If a rider incurs a "Stop & Go" penalty, then the team may have one mechanic standing by at the penalty box to assist their rider, under the direction of the marshals, with a view to re-starting his machine should the engine stall. The mechanic must not interfere with the actual "Stop & Go" procedure that is under the strict control of the Clerk of the Course.
- In the event a rider fails to respond to the instruction to carry out a "Stop & Go", and there being more than one rider penalised, no subsequent rider will be signalled to stop until the previous rider has stopped or has been shown the black flag.

- It is strictly forbidden for a rider carrying out a “Stop & Go” procedure to stop in the pit lane under penalty of being excluded. Should this be the case, and provided that he had initially stopped before the fifth showing of the “STOP” board, he will be required to return to the track and then carry out the “Stop & Go” procedure after having completed a lap of the circuit.
- In the case where a rider has been unable to carry out the “Stop & Go” penalty before the end of the race, a 1-minute time penalty will be added to the rider’s race time.

### **Section 11: Neutralisation of the Race**

- In the event of bad weather conditions or exceptional occurrences (rain, fog...) the Clerk of the Course may at any given moment neutralise the race by bringing on the safety car. In that case, a specially prepared vehicle, and clearly marked with the words “Safety Car” on the sides and the rear, fitted with a flashing light on the roof, will take to the track. As from that moment the yellow flags will be waved and the SC panel will be shown at the marshals’ posts.
- The riders will then have to position themselves in a single file, without overtaking one another. As a reminder, it is strictly forbidden to overtake a safety car. A rider who overtakes under a safety car procedure will receive a one-minute penalty.
- During the race’s neutralisation, the machines may stop at the pits.
- After stopping at the pits, riders must line up in a single file at the pit lane exit and may only re-join the track when the green light situated there is shown. It will remain lit for a 10-second period, 10 seconds after the safety car has passed the red light. The pit lane exit will then be closed once again (red light). The riders who have not left the pit lane will then need to wait for the following passage.
- Once the Clerk of the Course has announced that the track safety conditions have been resolved the safety car exits the track and returns to its stand-by station. The safety car must firstly complete a full lap with its orange flashing lights extinguished, overtaking remaining forbidden right up until it exits the track. Once it has left the track all the yellow flags and SC panels will simultaneously be removed along the entire length of the circuit, and the pit lane exit will once again be permanently opened, 10 seconds after a rider has crossed the exit to the pit lane.
- The time elapsed during the safety car procedure is considered as race time.

### **Section 12: Stopping of the race**

- In case of the race being neutralised by means of the red flag, all machines will have to return to the Park Fermé. The location of this Park Fermé will be defined during the briefing.
- Should the decision be taken to give a new start, the Clerk of the Course will communicate as soon as possible the new starting hour.
- The Clerk of the Course has the right to decide whether the race can be resumed behind the safety car or whether the starting procedure should be made over (reconnaissance lap, warm-up lap, grid line-up, etc...).
- If the race is stopped less than three laps following the start, all teams will be able to participate in the re-start, including the damaged machines, after approval from the technical commission.
- If the race is stopped after more than three laps but still less than two thirds of the time, all machines having taken part at the start and not having retired will be authorised to start again.
- After a stop in the Park Fermé (except for the machines in such a poor condition that this is impossible), the Clerk of the Course will inform the competitors of the procedure they will need to follow.
- Should it be impossible to give a new start, the results will be taken into consideration. If two thirds of the race’s initial total time has been covered, the race will be considered to be a completed race.

### **Section 13: Finish of Race**

- When the leading rider crosses the line within the foreseen time, he will be shown the chequered flag. The flag will be shown to all the following riders.
- Three minutes after the chequered flag has been waved, no rider will be allowed to leave the pit lane and return to the track. As such the red light will be lit at the exit of the pit lane or a marshal will show a red flag.

### **Section 14: Race Results**

- The results will be based on the order in which the riders cross the line and the number of laps completed.
- To be counted as a finisher in the race and be included in the results a team must have;
  - i. Crossed the finish line and taken the chequered flag on the race track (not in the pit lane). The rider must remain in contact with his machine;
  - ii. Crossed the finish line behind the race winner within the limit time as specified in the SR;

- iii. Completed at least 75% of the distance covered by the winning team in the corresponding class.
- In case of a premature ending of the race, the classification will be established as detailed in the section “Stopping the race”.

### **Section 15: Timekeeping**

- The lap timing will be by an electronic data recording system based on the use of the “transponders”.
- It is the rider’s responsibility to ensure that his machine is fitted with the allocated transponder for all practice sessions and the race. The exchange or loan of a ‘transponder’ between riders is strictly forbidden.

### **Section 16: Retirement**

- Any rider/team that decides to retire is requested to inform the Clerk of the Course at the earliest opportunity.

### **Section 17: Protests**

- Any protest has to be made in writing to the Clerk of the Course at the latest 30 minutes after the publication of the results, accompanied by the £50 protest fee.
- In the event that the protest is upheld, the deposit will be reimbursed.

### **Section 18: Flags and Lights**

Marshals and other officials display flags or lights to provide information and/or convey instructions to the riders during practice sessions as well as the races. All flags are presented in a waved manner.

#### **Flags and lights used to provide information**

**National flag** - May be used, waved, to start the race.

**Green flag** - *Signifies:* The track is clear

- This flag must be shown waved at each flag marshal’s station during the first lap of each practice session, for the reconnaissance lap and for the warm up laps.
- This flag must be shown waved at the flag marshal’s station immediately after the accident that necessitated the use of one or more yellow flags.
- This flag must be waved by the starter to signal the start of the warm-up laps.
- When the pit-lane exit is open, this flag must be waved at the pit-lane exit.

**Green light** - This light must be lit at the exit of the pit lane to signal the start of each practice session and the warm-up, the start of the reconnaissance lap and the start of the warm-up laps.

**Yellow and red striped flag** - *Signifies:* The adhesion on this section of the track could be affected by any reason other than rain. This flag must be shown waved at the flag marshal’s station.

**White flag with diagonal red-cross** - *Signifies:* Drops of rain on this section of the track.

This flag must be shown waved at the flag marshal’s station.

**White flag with diagonal red-cross + yellow flag with red stripes** - *Signifies:* Rain on this section of the track. These flags must be waved together at the flag marshal’s station.

**Blue flag** - *Signifies:* Shown waved at the flag marshal’s station, this flag indicates to a rider that he is about to be overtaken. At all times, this flag will be shown waved to a rider when leaving the pit lane if traffic is approaching on the track.

**Chequered Black / White Flag** - This flag will be waved at the finish line at track level to indicate the finish of the race or a practice session.

**Chequered Black / White Flag and Blue Flag** - The chequered black/white flag will be waved together with the blue flag presented motionless at the finish line at track level when a rider(s) precedes closely the leader during the final lap before the finish line.

**Flashing blue lights** - These must be lit at the pit lane exit at all times during the practice sessions and the race.

### **Flags and lights that convey information and instructions**

**Yellow flag** - A single yellow flag waved at the flag marshal's station indicates that there is a danger ahead on the side of the track.

Two yellow flags waved together at the flag marshal's station indicate that there is a hazard fully or partially blocking the track.

- The riders must slow down and be prepared to stop. Overtaking is forbidden up until the point where the green flag is waved.
- If immediately after having overtaken, a rider realises that he has committed an infringement, he must raise his hand and allow the rider(s) he has overtaken to pass. In this case, no penalty will be imposed.
- During the final inspection lap, this flag must be waved at the exact place where the flag marshal will be positioned during the practice sessions, and the races.

**White flag** -*Signifies*: An intervention vehicle is on the track.

- Waved at the flag marshal's station, this flag indicates that riders will encounter the vehicle in the current section of the track.
- It is forbidden for riders to overtake other riders during the display of the white flag. Overtaking the intervention vehicle is permitted.
- As soon as such a vehicle stops on the track, the white flags must be maintained and the yellow flags must also be shown.

### **Red flags and red lights**

- When the race or practice sessions are interrupted, the red flag must be waved at each flag marshal's station and the red lights around the track must be lit. Riders must return at a slow pace to the pits.
- When the pit-lane exit is closed, this flag will be shown waved at the pit-lane exit and the light will be lit. Riders are not allowed to exit the pit lane.
- At the end of each qualifying session or warm up the red lights will be lit on the grid line.
- The red flag will be shown motionless on the starting grid at the end of the sighting/reconnaissance lap and at the end of the warm up laps.
- The red flag may also be used to close the track.

### **Black flag**

- This flag is used to convey instructions to one rider only and is displayed waved at the start line together with the rider's number. The rider must stop at the pits at the end of the current lap and may not restart. This flag will be presented only after the rider's team has been notified.

### **Black flag with orange roundel (diam 40 cm)**

- This flag is used to convey instructions to one rider only and is displayed motionless at the start line together with the rider's number. This flag informs the rider that his machine has mechanical problems likely to endanger himself or others, and that he must immediately leave the track.

### **Signalling by board**

#### **White board with the letters "SC" in black**

- Shown at flag marshal's station combined with yellow waved flags: the race is neutralised. Riders must slow down and be prepared to catch up a safety car or an intervention vehicle. It is forbidden for a rider to overtake another rider during the display of this flag.
- Overtaking the intervention vehicle is authorised.
- Overtaking the safety car is forbidden. Riders must line up in single file behind it.
- A rider who overtakes whilst the safety car is out on track will receive a one-minute penalty.