



REGULATIONS

17th BOL D'OR CLASSIC

20th/21th September 2019

Circuit Paul Ricard – Le Castellet

Article 1 - PUBLISHING

The 17th Bol d'Or Classic Motorcycle is a test of European capacity dedicated to older machines.

This competition is organized by the ASSOCIATION OF FRANCE MOTO-CYCLECARISTE, AMCF SPORT and the Society of Circuit Paul Ricard. It will take place on the Circuit Paul Ricard on 20th & 21th September 2019.

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

She received the visa N°. EMU [current] and visa F.F.M. N° [in progress]. The number of the event is the [current].

The spirit of this event is to give competing machines that were incurred Bol between 1960 and 1991. The competition itself will take place in two sets of two hours with crew of two pilots on a motorcycle.

Article 2 - SECRETARIAT OF THE ORGANISATION

Before the event:

AMCF SPORT

12 rue Mozart 92587 Clichy cedex - France

Téléphone : +33 1 41 40 31 28

E-MAIL : sport.organisation@editions-lariviere.com

During the event (with effect from Monday 16/09/2019) :

CIRCUIT PAUL RICARD

RDN8 2760 Route des Hauts du Camp - 83 330 Le Castellet - France

Téléphone : +33 1 41 40 31 28

Email : sport.organisation@editions-lariviere.com

Article 3 - CIRCUIT

The circuit is 5 673 m long.

All the races will be run clockwise.

The official posting board is located in the Hall of the Pitbuilding.

Access to the circuit is possible from Monday 16th September 2019 from **2:00pm**

Setting up in the paddock and the pits can only take place if complying with the organisers' instructions.

It is strictly forbidden to ride on the track or close to it with any vehicle except during practice sessions and the races.

Burns are banned on the Paul Ricard circuit track and in the pit lane. Should the tarmac surface be damaged, the teams would have to pay for the repairs.

It is not permitted to ride racing motorcycles within the circuit other than in the pit lane or on the track or for going to the paddock Bol d'Or Classic on the Parking G to the pre-grid at low speed (30km/h) Compulsory helmet use.

For the security, it's forbidden: Use barbecues.

Article 4 – JURISDICTION

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

Article 5 - CATEGORIES

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

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

There is no maximum displacement.

The categorizations are provided (excluding prototypes):

- Classic: for bikes model year between 1960 and 1983

- Classic: for bikes model year between 1984 and 1991

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

Article 6 - OFFICIALS

- RACE DIRECTION OF THE BOL D'OR CLASSIC

- Race Director
- Deputies Race Director

Jean-Marc DELETANG

Jean-Luc GILARD
Christian PINOCHET
Thomas GUERIN
Sylvana NIEREMBER
Claudine GUERIN

- TECHNICAL STEWARDS

- HEAD
- Secretary
- Members

To determined

Catherine THIVOLLE
Francis GUIER
Jean-Marc BLONDE
Edmond LEDOYEN
Daniel ARCENS
David CHIES
Christelle BODIN
Loïc BODIN
Pascal MUSSLIN
Laurent BARANGER
Patrick BERTOLOTTI
Didier HENRY
Franck DUPUIS
Patrick MANNEVY
Jean-François BOHAIN
Julio LOPES
Mehdi REVEL
Guy MIVELAZ
Isabelle BEURTON
Eric GUIGUET
Manuel BARCOJ

- PIT MARSHALS' HEAD

Hervé PAPIER

- HEAD TRACK MARSHALS

Julien PAOLI

- Paddock HEAD MARSHAL

To determined

- JURY NATIONAL RACES

- CHAIRPERSON
- CHAIRPERSON
- Members
- 3rd member

Anne-Marie VILLA VEGA

Larry TRACY

Jean-Luc BERRIER
Nicolas MICHEL

- TIMEKEEPING

FIM

- SECRETARIAT

AMCF SPORT

Article 7 - NUMBER OF MACHINES AND RIDERS ADMITTED

Maximum number of crew admitted in practice: **70 Crew**

Maximum number of crew admitted in the race: **70 Crew**

Each Crew will be composed of two drivers per bike.

Article 8 - SELECTION OF CREWS

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

May not run together in the same crew:

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

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

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

A Selection Committee will meet after the closing date of the commitments and 70 select teams.

The decisions of this Committee shall be final, each team is informed that the organizer of the 17th BOL D'OR CLASSIC is not able to guarantee their participation in this event before the meeting of the Selection Committee scheduled for July 17th, 2019.

Each entry form must necessarily be accompanied by a full description of their machine photo. Incomplete engagement records will be returned.

The selection committee of Bol D'Or Classic reserves the right to refuse a crew including the two pilots possess too much notoriety contrary to the spirit of this article, even if the driver in question meet the other criteria selection.

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

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

Article 9 - COMMITMENT, LICENSES, FEES AND DEPOSIT

Applications for entry must reach the organizer **no later than July 15th 2019.**

For licensed pilots abroad, they must be approved by their F.M.N.

The pilots dismissed the FFM must hold one of the following licenses:

- An NCO license
- An EU license (LUE) in the year or a test,
- An International Road Racing license in the year or a test,
- A demonstration of a license (the latter, amounting to 59 € 85,100 can be purchased on site with a medical certificate from a French doctor not against to the practice of motorcycling sport and parental consent for minors).

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

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

A non-refundable entry fee will necessarily be attached to the entry form : 1,300 euros (Including a rolling one-hour session on Friday afternoon (later confirmed hours):

Wording by check payable to **AMCF SPORT** or by bank transfer.

Bank details for transfers:

Credit du Nord

Account: AMCF SPORT

Bank code: 30076

Agency Code: 02137 - Virtual Stadium Businesses

N° Account: 11106100200 - Clé RIB: 95

IBAN: FR76 3007 6021 3711 1061 0020 095

BIC: NORDFRPP

The Organising Committee reserves the right to refuse any entry, even if it was filed on time. An entry form will be considered restraint and not become official engagement after receiving confirmation of the organizer.

Entry fees will not be refunded to competitors withdrawing after **1st September 2019.**

A deposit of € 300 (bank transfer or check) shall also and must be attached to the commitment. This deposit will cover all deposits (transponders, armbands, extinguishers etc ...). It will be fully returned at the end of the race, except for cover potential losses or breakages of the given material.

Tickets: each crew will receive 2 passes pilots + 10 passes for the team manager, mechanics, signalers and guest + 4 paddock parking. Accreditations will be issued to Welcome center. (Annex I).

Article 10 - COLOR BRACELET AND CUFFS

Each driver will be given at administrative checks, a bracelet and two retro-reflective armbands. He will wear them for the duration of testing and races.

He will participate in practice sessions for the color that has been allocated.

It will in no case change color except with the sports secretariat of the event.

The color has no relation with the starting order of the race.

Any violation will be punished by a monetary fine.

Article 11 - ADMINISTRATIVE CHECKS AND TECHNICAL

Any modification of the registration file must be made by email before Monday, September 16th. After this date, any other changes will be made during the administrative signing-on

The Scrutineering will take place **Wednesday, September 18th** at 8am to 3pm.

Check-ins will be organised as follows :

Administrative : Ground floor of Pit Building

Technical : Location to be determined

The installation of on-board camera will be an application for permission to the organizers. The installation and installation will be the approval of the Race Direction and technical commissioners.

Article 12 - TECHNICAL REGULATIONS

The spirit of the technical regulations of the 17th BOL D'OR CLASSIC is to accept all machines (see section 5) to their original configurations, and restored those parts having the same appearance as the original parts replaced. The technical characteristics of the motor must be identical to the original model.

All motorcycles must be checked at the security level by the scrutinisers before the first participation in practice, according to the published schedule.

Each team may have more than one motorcycle at scrutining, which will be specially identified by the technical stewards.

Both runs will be done with the same machine.

The compliance criteria with respect to the original appearance and the rarity of the model presented will be considered a priority by the selection committee.

If changes were made compared to the original version of a machine (eg adaptable fairing, dual discs, special frame, engine or motor kit ...), these must be performed with corresponding parts to those commonly used in the time.

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

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

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

- Wheels - 18 inches or 16.17
- Brake diameter front discs 320 mm maximum
- Rear Tires 180 mm maximum width
- 43mm fork tube diameter maximum
- Front brake calipers with four pistons maximum.

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

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

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

Vehicles 4 time will necessarily have a drip tray that can accommodate at least 50% of the liquids contained in the engine (lubrication and cooling).

All breathers tanks (fuel, water, engine oil, transmission) will result in a recovery with a minimum capacity of 1/2 liter.

drain plugs, oil filter, screws connection of external lubrication pipes, automotive-style oil filters, filler caps and oil levels of motor housings, gearbox and rear axle will be constrained by a metal wire stretched in the direction of tightening to prevent accidental loosening.

Crankcase protection

All crankcases containing oil and which may be in contact with the track following a fall shall be protected by a second housing made of composite material or ABS or metal such as aluminum alloy, stainless steel, steel or titanium.

Plates and / or fall protection bars made of aluminum or steel are also permitted.

These devices must be designed to withstand shocks, abrasive friction and damage from falling.

All these covers must be secured correctly and securely by the fixing screws which also equip the original covers of the engine on the housings.

The Technical Commissioner has the right to prohibit any cover, if it is obvious that it is not effective.

A metal housing will completely cover the primary chain on motorcycles in separate box.

Footrest

The minimum length of the footrest should be 65mm.

The footrest may be of a folding type but in this case must be fitted with a return device for automatic normal position, and full protection of a solid spherical radius of at least 8mm must be at the end of the footrest.

The fixed metal footrests must have at their ends a type of nylon or Teflon ferrule with a diameter of 16mm.

Lighting

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

- At the front, a minimum beacon (covered with tape or with a cover at the day of stroke).
- At the rear, two red lights with independent wiring a minimum 5W power, lighting power will be supplied by the energy of the engine or additional batteries. LED diode lights are permitted only if they are laid down in the fires or having the appearance of antique lights.
- The two rear lights must be on at all times and controlled by separate switches.
- A retro red reflecting device 60 cm² will be placed at the rear of the motorcycle.

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

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

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

Number Plates

The machines must be numbered plates sturdy and rectangular with rounded corners, measuring at least 285 mm wide and 235 mm high. The figures should have the following minimum dimensions: 140 mm high, 25 mm thick and 80 mm wide and spaced 15 mm.

The number plates must be arranged as follows: one at the front center of the fairing or each side, two others on each side, necessarily at the rear of the bike.

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

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

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

Timing instruments

The machines must be equipped with a correct installation of the transponder support, in accordance with article 2.3.12 of the regulations of the World Endurance Championship. The transponder support must be placed before the scrutineering so that its fixation is validated.

Equipements

In preliminary technical checks, pilots will present their equipment and approved helmets ECE 22/05 or FIM their back protectors approved according to FFM rules (EN 1621-2), combinations thereof, boots and gloves. Helmets must be equipped with adhesives retro reflective WHITE, a minimum size of 40mm X 20mm each, disposed on the rear face and on the side faces.

Others

Must be removed: crutches, turn signals, mirrors, plates and other non dangerous or useful accessory for the competition.

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

A circuit breaker attached to the handlebars at hand from the handlebar grips is required and will be checked at scrutineering. It will be red, visible and accessible to commissaires.

The brake levers, clutch, decompression must have the end with a ball (16 mm minimum).

The throttle should return of itself if the driver keeps more.

Handlebars must have blocked their ends.

Hardware exceeding excessively outward (chain tensioners, rear brake rod, etc ...) must be protected by a rubber hose.

Protection on the gearbox output pinion must be in place.

It is mandatory to install a chain guard (plastic or Teflon with a minimum thickness of 5 mm) to reduce the risk that a part of the body of the rider gets stuck between the lower chain run and the rear sprocket.

Article 13 - TESTS - QUALIFICATIONS

Each driver entered 17th Bol d'Or Classic will necessarily participate in the trials, in the series in which he has, depending on the color of his armbands and bracelet.

During official practice, it can be **only one machine each team on the track**.

To enter the competition, each driver must individually fulfill the minimum qualifying time in his heat (130% of the average of the three best times) in at least one qualifying practice sessions and have completed at least 3 towers 'test.

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

Article 14 - STARTING GRID

For the first race : At the Jury meeting following the last qualifying session, a grid will be established. It will include the first **66 teams** selected for the race based on the fastest time on a tour by the fastest rider of each team, during one of the qualifying sessions.

Then, the provisional starting grid will be completed by adding **4 additional teams** recommended by the organizer in agreement with the Jury of the event.

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

For the second race : The starting grid will be the same as the first race.
Crews who have not participated in the first race may start in the second.

There is no parc ferme after the first run. The machines can be repaired.

Article 15 - CHANGE OF CREWS

The shift change, the names of the drivers participating in BOL D'OR CLASSIC may be changed up to one hour after the end of the final session of qualifying. The team manager must submit to the national jury of the event detail from confirmation duly completed and signed. More than no changes will be permitted, except in cases of force majeure. Any violation will be punished by a monetary fine.

Article 16 - BRIEFING

The drivers and team managers must attend the full at the briefing scheduled for Wednesday, September 18th from 3:00 to 3:30 pm.

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

Article 17 - A CHANGE PRELIMINARY SCHEDULE [Subject to modification]

Wednesday, September 18th

9am to 1pm and 2pm to 6pm :		ADMINISTRATIVE VERIFICATIONS BOL D'OR	
9am to 1pm and 2pm to 6pm :		TECHNICAL VERIFICATIONS BOL D'OR	
8:00am to 2:30pm :		ADMINISTRATIVE AND TECHNICAL VERIFICATIONS BA & BOC	
2:30 PM	3:00 PM	BRIEFING BOL D'ARGENT (Teams Managers and pilotes)	
3:00 PM	3:30 PM	BRIEFING BOL CLASSIC (Teams Managers and pilotes)	
3:00 PM	3:45 PM	FREE PRACTICE BOL ARGENT	0:45
3:55 PM	4:40 PM	FREE PRACTICE BOL CLASSIC	0:45
4:50 PM	5:35 PM	FREE PRACTICE BOL ARGENT	0:45
5:45 PM	6:30 PM	FREE PRACTICE BOL CLASSIC	0:45
6:30 PM	7:15 PM	BRIEFING TEAMS MANAGERS BOL D'OR	0:45
7:30 PM	8:30 PM	BRIEFING PILOTES BOL D'OR	1:00

Thursday September 19th

8:30 AM	12:30 PM	ADMINISTRATIVE AND TECHNICAL VERIFICATIONS SUPPORT RACE	
8:30 AM	8:50 AM	BOL D'ARGENT PILOTES SILVER (Qualifying tests 1)	0:20
8:55 AM	9:15 AM	BOL D'ARGENT PILOTES PURPELS (Qualifying tests 1)	0:20
9:15 AM	9:35 AM	Inspection FIM	0:20
9:45 AM	11:45 AM	FREE PRACTICE BOL D'OR	2:00
11:55 AM	12:15 PM	BOL CLASSIC PILOTES ORANGE (Qualifying tests 1)	0:20
12:25 PM	12:45 PM	BOL CLASSIC PILOTES YELLOW (Qualifying tests 1)	0:20
12:30 PM	12:55 PM	BRIEFING BOL DE BRONZE (Teams Managers and pilotes)	0:25
12:55 PM	1:25 PM	FREE PRACTICE BOL DE BRONZE	0:30
1:35 PM	2:05 PM	FREE PRACTICE BOL DE BRONZE	0:30
2:25 PM	2:45 PM	BOL D'OR PILOTES BLUE (Qualifying tests 1)	0:20
2:55 PM	3:15 PM	BOL D'OR PILOTES YELLOW (Qualifying tests 1)	0:20
3:25 PM	3:45 PM	BOL D'OR PILOTES RED (Qualifying tests 1)	0:20
3:55 PM	4:15 PM	BOL D'OR PILOTES GREEN (Qualifying tests 1)	0:20
4:25 PM	4:45 PM	BOL DE BRONZE PILOTES 1 (Qualifying tests 1)	0:20
4:55 PM	5:15 PM	BOL DE BRONZE PILOTES 2 (Qualifying tests 2)	0:20
5:25 PM	5:45 PM	BOL D'ARGENT PILOTES SILVER (Qualifying tests 2)	0:20
5:55 PM	6:15 PM	BOL D'ARGENT PILOTES PURPEL (Qualifying tests 2)	0:20
6:25 PM	6:45 PM	BOL CLASSIC PILOTES YELLOW (Qualifying tests 2)	0:20
6:55 PM	7:15 PM	BOL CLASSIC PILOTES ORANGE (Qualifying tests 2)	0:20

Night Practice :

8:30 PM	9:30 PM	BOL D'OR	1:00
9:40 PM	10:20 PM	BOL CLASSIC	0:40

Friday, September 20th

8:00 AM	8:15 AM	BOL DE BRONZE PILOTES 1 (Qualifying tests 1)	0:15
8:25 AM	8:40 AM	BOL DE BRONZE PILOTES 2 (Qualifying tests 2)	0:15
9:00 AM	9:20 AM	BOL D'OR PILOTES BLUE (Qualifying tests 2)	0:20
9:30 AM	9:50 AM	BOL D'OR PILOTES YELLOW (Qualifying tests 2)	0:20
10:00 AM	10:20 AM	BOL D'OR PILOTES RED (Qualifying tests 2)	0:20
10:30 AM	10:50 AM	BOL D'OR PILOTES GREEN (Qualifying tests 2)	0:15
11:00 AM	11:15 AM	Stand preparation Bol d'Argent	0:15
11:25 AM	11:40 AM	Beginning of the Start procedure Bol d'Argent	0:15
11:40 AM	2:40 PM	Start of BOL D'ARGENT	3:00
2:40 PM	3:10 PM	Arwards Bol d'Argent + Dismantling of stands Bol d'Argent	0:30
3:15 PM	3:30 PM	Stand preparation Bol de Bronze	0:15
3:30 PM	3:45 PM	Beginning of the Start procedure Bol de Bronze	0:15
3:45 PM	5:45 PM	BOL DE BRONZE	2:00
5:55 PM	7:15 PM	Visiting stands	1:20
7:15 PM	8:15 PM	Assembly of tents for Stands Bol Classic	1:00
8:25 PM	8:40 PM	Stand preparation Bol Classic	0:15
8:45 PM	9:00 PM	Beginning of the Start procedure Bol Classic	0:15
9:00 PM	11:00 PM	Start BOL CLASSIC 1st HALF	2:00

Saturday, September 21th

7:55 AM	8:15 AM	Stand preparation Bol Classic	0:20
8:15 AM	8:30 AM	Beginning of the Start procedure Bol Classic	0:15
8:30 AM	10:30 AM	Start BOL CLASSIC 2^{de} HALF	2:00
10:30 AM	11:10 AM	Stand exit Bol Classic	0:40
11:10 AM	11:30 AM	Pitlane Cleaning and FIM Inspection	0:20
11:30 AM	12:15 PM	WARM UP	0:45
12:25 PM	12:55 PM	BOL DE BRONZE	0:30
12:55 PM	2:10 PM	Visiting stands VIP and animations	1:15
2:10 PM	2:15 PM	Pitlane Cleaning	0:05
2:15 PM	3:00 PM	Beginning of the Start procedure Bol d'Or	0:45
3:00 PM		START OF 83th BOL D'OR	

Sunday, September 22th

3:00 PM **START OF 83th BOL D'OR**

Article 18 - STANDS

Free practice and timed stands will be made without allowance and teams will sit in front of the stands Golden on the pit lane Bol but shall not exceed the blue line

From **Friday, September 20th and only for 2 runs**, the temporary stands as a tent of 3 meters by 3 meters are offered by Larivière Organisation and have to be installed by the participant will be installed before the Bol d'Or stands on the pit lane and awarded to competitors who can bring their machines. The installation of the competitors in the stands is subject to prior authorization from the responsible for the assignment to the Race Direction.

Derricks must be strongly assembled inside the pits (maximum authorized outside 1 m). All derrick that would not meet the safety measures must be removed.

The use of any spark-generating device (welder, grinder, mill, grinder etc ...) is strictly forbidden. Portable electric tools without power cables are allowed.

These tents for stalls will be installed for 2 rounds.

The assignment, the establishment and removal of temporary facilities must meet precise timing and in agreement with the responsible "Paddock Club"

Each leader team is responsible for compliance with safety regulations.

Each team is responsible for cleaning his stand late in the race on Saturday. If it is found debris, dirt or other wastes, a sporting sanction will be applied by the jury.

Article 19 - DEPARTURE

The start will be made type Bol d'Or.

Drivers must leave the pits 15 minutes before the scheduled departure. They will have 5 minutes to leave the pit lane, after which it will be closed. First they will conduct a reconnaissance lap. After this round, they will put their machines on the starting grid at the location that was assigned to them. They then leave for a warm-up lap, after this turn they will place their machine on the grid at the location that was assigned to them.

Pilots are unable to start their machine can get help from their mechanic after the other competitors, according to the instructions of the officials.

If after a reasonable time, the bike does not restart, the rider will be pushed into the pit lane where his mechanics may provide assistance and where it may change machine. This rider will take part in the warm up lap from the pit lane and will be penalized with a Stop and Go.

10 minutes before the scheduled departure, the exit of the pit lane will be closed.

5 minutes before the scheduled departure, the drivers will be placed in front of their motorcycle on the other side of the track. The starting grid will be completely evacuated except drivers, officials and one mechanic per machine that will hold it.

At the scheduled departure, the national flag will be lowered by the race director on the grate.

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

Pilots are unable to start their machine can get help from their mechanic after the other competitors, according to the instructions of the officials.

If after a reasonable time, the bike does not restart, the rider will be pushed into the pit lane where his mechanics may provide assistance. It may also change machine until the leading rider has passed the first lap of the race.

Riders who change machine will inflict two Stop and Go.

After the riders have passed the pit exit, the official situated at this exit will display a green light to give the start any riders still in the pit lane. Runners that start the race from the pit lane can repair or change their machine. They will inflict two stop and go. They can join the race at any time but as soon as they started their run, they can not change machine unless the race is interrupted in the first three laps.

Article 20 - PIT STOPS - TRAFFIC SPEED IN THE PIT LANE

Any mechanical intervention or driver change must be made before its stand.

Competitors who wish to stop at his stand must borrow from the outset the deceleration track.

At any pit stop for some reason, the engine must be stopped.

If, during a stop, the driver exceeds the height of the stand, and this height until the last stand, he can come back, against the direction, **stopped motor**.

When a competitor uses the deceleration track to join or leave the stand, he will travel on it at a reduced speed, **60 km / h maximum**. Any competitor traveling at excessive speed will be penalized.

A radar will be used to check the speed in the pits.

During testing, excessive speed will be sanctioned with a fine of 75 euros.

During the race, exceeding the speed in the pit lane will be penalized with a "Stop and Go" (stop sign) 30 seconds or a time penalty.

However, the jury will have the opportunity to increase the sentence for significant overruns of limited speed.

Article 21 - STOP AND GO

The Stop and Go procedure will be performed during the race as follows:

The rider will be requested to stop in the penalty area (once the team was notified of the penalty, a sign with the word "STOP" and the rider's number will be presented at the starting line. It should stop the machine completely and remain stopped for 30 seconds. He may then rejoin the race.

If the "STOP" sign was presented 5 times to the rider concerned and that still does not stop, the black flag will be presented, and it will not start).

During the penalty, the team can have a mechanic present in the penalty area to attend their rider, under the direction of commissioners, to restart his machine if it stalls. The mechanic must not intreférer in the procedure "stop and go", which is under the control of commissioners.

The location of the stop to take the penalty will be specified at the mandatory briefing. During the penalty stop, the driver can not stop in its stand and will necessarily make a full turn before stopping at it, if he so wishes.

In case a penalized team could not perform the procedure to stop and go before the end of the race, a penalty of one minute will be added to his race time.

Article 22 - SUPPLY

22.1) Supply

In "areas of the stands," the use of any spark-generating device (welder, sander, grinder, etc ...) is strictly forbidden. Only authorized portable electric tools free of power cables.

Using a system jerry / funnel or other system using open containers, ball valves or other prohibited to carry out refueling.

The number of stakeholders during stops in the pits is free. Nevertheless, the number of stakeholders during stops in front of the stand is limited to 4 people.

The following safety rules must be followed:

- The machine should be put on a stand throughout the refueling operation and the engine stopped,
- The driver can't stay on the bike during refueling
- No other operations can't take place simultaneously on the machine to refuel.

It will intervene last of all, after all the other mechanical operations. If after refueling, any further action was necessary on the machine, it could only take place once the bike went inside the booth.

Each team must appoint a person to fire safety. This should be equipped with a fire extinguisher multipurpose powder or carbon foam (5 kg minimum) effective against fuel fires. This person is authorized to be present during refueling operations.

All persons assigned to refueling and the responsible fire safety person must be equipped with resistant protective clothing and fire or safety glasses with cotton or Nomex hood or a helmet on screen decreased throughout the refueling during practice and the race. **This material must be presented at scrutineering.**

22.2) Derrick

Derricks should be covered and the vent hole facing down, only being allowed to gravity filling the tanks. When the attendant supply releases the handle opening of the derrick, the flow of the gas flow must stop **automatically**.

The filling of derricks should be made by protected persons as during refueling.

To fill the derricks, only hand pumps are permitted.

It can be done using a siphon or a hand pump and perform the "can-funnel" the attendant monitor the fire extinguisher before the operation.

Funnels are strictly prohibited. The use of systems "flying" type "Acerbis" can be accepted on the condition that in its mode of operation, the Releasing the handle of the derrick allows him to see his fuel flow stop instantly. Cans "TUFF JUG" are allowed.

Derricks must be filled by protected persons as during refueling.

To fill the derricks, only manual pumps are allowed, excluding all electric or pneumatic pumps. Funnels are strictly prohibited.

The filling of the refueling system will be done in a place determined by the organization.

The storage of fuel in the stand may not exceed 50 liters (derrick content included).

No other motorcycle (or motor) shall be stored in or behind the booth. It is forbidden to smoke or in front of the stand.

Article 23 - OFF RUNWAY

23.1) It is recalled that a driver can move away from his machine stopped on the circuit under penalty of disqualification. In particular, it can not return to its stand to seek assistance, parts or tools. It is forbidden for a driver stopped for any reason to drive or push his motorcycle in the opposite direction to the race.

Any driver out on the circuit will be help with the means at hand.

Any repairs or adjustments must be made by the rider working alone with absolutely no outside assistance.

The marshals may assist the rider in order to lift the machine and to keep it as the repair or adjustment is made. The Commissioner may then help restart his machine.

If, after a crash, a rider must be evacuated to the medical center, he can after agreement of the race doctor, get his machine. It must at all times be accompanied by an official. He will return to the track where he left her. The jury remains the sole judge of the legitimacy of this action.

23.2) In case of failure on the circuit during the race, competitors can use to return to their stands, routes defined in Article 23.3 below, depending on the location of the machine on the circuit at the time the failure. They will however comply with the following conditions:

- a) obey the instructions of the commissioners;
- b) receive no outside assistance for the duration of their return.

Any driver returning to his pit by means other than those defined below will be immediately disqualified and his team.

The return to the pits will be carried out under the permanent control of one or more commissioners. The failed driver must push his machine to the nearest exit, in the direction of the race, in any case it can not go in the opposite direction under penalty of disqualification.

23.3) The routes to be followed in case of failure will be defined during the briefing.

23.4) If a motorbike crashes front of the pits, the driver may, under the protection of a commissioner, return by the pit exit and reassemble them by pushing his machine, engine off, against the direction to its stand.

Upon entry of the two mechanics pit area can support and push a motorcycle down, the driver must remain nearby.

The precise location where it will be possible to handle the machine down will be defined during the briefing.

Article 24 - DRIVING COURSE

It is forbidden for a driver to leave the track outside the pit area.

If a driver uses a loophole, it must comply with the instructions of the Road Commissioners.

If the race management means that a machine must stop (black round orange flag, stop immediately or black flag, returned to the pit lane), the driver will be subject to sanctions if it fails to comply immediately .

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

Each crew will necessarily make a driver change during each of the two races, a penalty will be taken for crews not complying with this rule. Other changes can be made before, during or after this period.

All crews are required to make a driver change (with or without refueling) between the 45th and 75th minute.

Article 25 - OFF OR SILENCE OF THE RACE

25.1) If, during the race, an incident or weather conditions make it impossible the normal progress of the competition, the Race Director may decide to neutralize the test by entering the track two safety cars, in accordance with Article 1.15.9 of the World Championship Endurance Regulations. Competitors are reminded that no overshoot (safety car, competitors) should take place during the safety-car operations.

25.2) If a race had to be stopped, (red flag), the Race Director, the provisions of Article 1.23 of the World Championship Endurance Regulations would apply. In any case, all the machines will be in parc ferme (this one is located in the area of technical controls).

25.3) If a new start of the race should be given, it will be as soon as possible, if the sailing conditions allow. As soon as the riders have returned to the pits, the Clerk of the Course will announce a

new start time for the start procedure. The procedure will be identical to a normal start with a sighting lap, warm up lap, etc. However, in special circumstances, the race director may, after agreement of the Jury, decide on a start procedure behind the Safety Car.

The conditions for a new start of a race are :

A / In the case of the situation within three laps :

- a) -All teams can start.
- b) -The Motorcycles may be repaired or replaced as much as they have passed the technical inspection. Refuelling is permitted.
- c) -The number of turns or the distance will be the same as for the original race.
- d) -The grid positions will be those of the original race.

B / In the case of more than three rounds, but less than 2/3 of the time to go :

- a) -All machines having taken the initial departure and had not officially abandoned are allowed to take the restart.
- b) -The machines will be in parc fermé. All machines, whether they are running or stopped at their booth for repairs and refueling, will be directed unless the machines on which repairs are so important that their movement is not possible. Teams are allowed to make additional fuel and change tires before their stands within 5 minutes of opening the exit of the pit lane for the sighting lap.
The organization shall inform all the time new starting teams. The Race Director will inform all teams of the start procedure (one group or two groups with security vehicles).
- c) -The grid positions will be based on the intermediate classification drawn.

d) -The final result of the race will be based on the addition of the results of each team ranked in each race. Riders who have completed an identical number of laps will be classified according to the combined time for each race. In case of a tie, the result of the last race will take precedence.

Article 26 - SURRENDER

A competitor who does not wish to continue the race must announce and sign his surrender to the Race Direction within a short time.

During a stop on the circuit, if the driver departs voluntarily to more than 10 meters from his machine, it will be considered to have abandoned and disqualified (except see Section 23.1 above).

A crew that abandoned at the first race will nevertheless take the start of the second, only the laps in the second race will be counted (if it does not abandon in the second set).

Article 27 - ARRIVAL

At the end of the time allotted for each race, the checkered flag will be waved at the timing line "Arrival" on the lead pilot. The finish line must be crossed later than 5 minutes after the passage of the first driver.

The burns are not allowed on the track and the pit lane of the Circuit Paul Ricard. In case of deterioration of the bitumen, the crews must pay the costs of reclamation of the coating.

Article 28 - CLASSIFICATION

The ranking of each race will be based on the number of laps, then tied between the lap times on arrival.

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

All classified machines will be in parc ferme immediately after the arrival of the 2nd race (there will be no parc ferme on first run).

There are no minimum number of laps to be classified, provided to cross the finish line, all teams who started will be based on the number of laps covered during each race.

To be included in the ranking, a team must have crossed the finish line on the track (and not in the pit lane) after the winner of the race in time limit of 5 minutes. The rider must be in contact with his machine.

The 17th overall in the Bol d'Or Classic will be based on the addition of ranking both races, ie by adding the number of laps completed during each race (the tie will be decided on passage time).

Article 29 - PRIZES AND CUPS

There will be no awards for Scratch podium.

Will be awarded the following prizes :

- Two cups presented to the top three teams in each category:
- Classic (more or less than 750 cm 3)
- Post Classic (more or less than 750 cm 3)

CHALLENGE PIRELLI

A Pirelli challenge will be accessible for the Bol d'Argent.

A document will circulate later

Article 30 - PROTESTS

All claims must be made and filed with the Clerk of the Course accompanied by a deposit of € 130 as prescribed by the Disciplinary Code and arbitration of U.E.M. If the protest requires dismantling of the machine, it will be accompanied by a deposit of € 250 for 2-stroke engines and 500 € for 4-stroke engines.

Article 31 - APPLICATION OF REGULATION

By engaging the competitor, the head of the team and the drivers say they are fully aware of this Regulation and take abide by the commitment and all decisions of the officials. All matters not covered by this regulation or any interpretation thereof will be resolved by the Jury according to the provisions of the National Sporting Code and its annexes.

Article 32 - WAIVER OF ANY ACTION AGAINST SPORTING AUTHORITIES

Regardless of the National Sporting Code, pilots and crews, by the fact of their participation, waive any right of appeal against the organizer, his representatives or agents by arbitration or in court, or in any other way not provided by the National Sporting Code for any damages which they may be exposed as a result of any act or omission on the part of the organizer, his officials, representatives or officials, whether appointed by the organizer or by the national sporting authority in the application of this regulation or amendments thereto that may be established by or for any other cause that may result.

Article 33 - CANCELLATION OF THE EVENT

If the event could not take place for some causes that are, the organizers can not be held responsible, and competitors thus could not claim any compensation. Except in cases of force majeure, the competitors will be informed of its removal at least eight days before the date of the race. The registration fee will be refunded to competitors.

Article 34 - INSURANCE

By endorsing the entry form, the F.M.N. the rider certifies that the driver or passenger is insured in accordance with the requirements of F.I.M and U.E.M.

In accordance with the National Sporting Code and Decree 2006-554, the organizer has taken out liability insurance for accidents occurring during the event (trials and races).

The organizer disclaims all responsibility for damage to a motorcycle, its accessories and equipment, accident, fire or other incident.

Article 35 - ADVERTISING

It is recalled, according to the law 91-32, any advertising for a brand of tobacco or alcohol is prohibited inside the circuit.

- 35.1)** Any advertising and promotional action or in organizing or pregnant around the circuit (not competitors stands, competitors parks, track, town, etc ...) are subject to prior agreement with the Advertising service AMCF SPORT. Any advertising, display advertising or promotional in and stands on competitors are strictly prohibited unless express consent of the organizer.
- 35.2)** The (s) park (s) reserved (s) competitors and assistances is (are) available to competitors and companies to enable them to participate in the trial under technical conditions as satisfactory as possible . That (s) reserve (s) can (wind) be used (s) for purposes advertising, commercial or public relations, without prior agreement of the organizer.
- 35.3)** Any aerial advertising, any advertising, promotional or public relations involved in the airspace above the circuit and municipalities through which the circuit is strictly prohibited unless prior written approval of the Head of Service Advertising The AMCF SPORT, and the competent administrative authorities. Similarly, the use of any helipad located in pregnant and around the circuit is strictly prohibited unless authorized by AMCF SPORT.

Article 36 - PARK RUNNERS

Competitors are reminded that their motorcycles and their equipment is under their full responsibility throughout the event. They must in particular ensure the constant monitoring and may under no circumstances invoke the liability of the organizing club in case of theft or damage.

APPENDIX - PASSES

Crews admitted to the tests will each receive the following accreditations :

- 2 full pass for pilots
- 10 pass team (Paddock access, interior stands, railway sidings and track track-stands)

Each pass gives access to the Circuit General Hall and the Paddock during the week of the race from 16th to 22th September, but at the Pitlane only during the practice sessions, the qualifications and the race of the Bol d'Or Classic.

All passes will be picked up at the Welcome Center before entering the Circuit.
