



FÉDÉRATION INTERNATIONALE  
DE MOTOCYCLISME



To:

All the FMNs and CONUs  
The CCR Members (for info)  
The Endurance contracted teams

Mies, 11 March 2010

C/007/2010 CCR/Dup  
Clarifications on the 2010 QTEL FIM Endurance World Championship Regulations

Ladies & Gentlemen,

Please find hereunder some changes to the 2010 Regulations (with immediate application) after the decisions taken during the last FIM Conference Meetings:

(...)

#### 1.15.3 Driving time and rest period

The driving time starts when the rider leaves his pit box lasting until he stops at his pit box again.

The rest period of a rider starts when the rider who takes over from him leaves the pit box lasting until he again leaves his pit box taking over from another rider.

When a rider makes a pit stop, it is not compulsory that another rider takes over from him.

The order in which the riders drive is free.

No rider is allowed to ride for more than three consecutive hours. **In this case, disqualification shall be applied.**

The rest period subsequent to each driving time must be at least:

- half of the driving time for a race of 12H or less or of 1800 km or less;
- two thirds of the driving time for a race of more than 12H or of more than 1800 km.

If the rest period is not respected, a PIT STOP board (50 cm horizontal X 100 cm vertical) with the race number of the motorcycle will be shown to the rider only after notification has been made to his team. The rider will have to stop at his pit and his motorcycle has to stay there for a time equal to the non-respected rest time and no work can be carried out on the machine **except the use of tyre warmers and the change of tyres.**

Failure by the relevant rider to stop, having been shown the board 5 times, will result in that rider being shown the black flag. In the case where the organisation has been unable to carry out the pit stop before the end of the race, the relevant team will be inflicted with a time penalty equal to the non-respected rest time.



A switch of riders can only take place in the pit which has been allocated to the team.

#### 1.15.9 Neutralisation of a race

If, during a race, an incident (climatic conditions or any other cause) puts safety at risk and renders impossible the normal progress of the competition, the Clerk of the Course may decide to neutralise it.

In this case, two special vehicles visibly bearing the words "SAFETY CAR", on the side and the rear, equipped with two red revolving lights and two yellow revolving lights on the top of each car, will be introduced onto the track. They will go at an identical speed, in order to always keep the same distance between them. Immediately after they enter the track, the pit lane exit will be closed (red lights and red flag).

During the neutralisation, a white retro-reflective board (70 cm horizontal X 50 cm vertical) with the words "SAFETY CARS" in red letters will be placed on the start line to inform the riders.

When these vehicles are introduced onto the track, they will light up their red revolving lights on an order from the Clerk of the Course. From this moment, the red flags with a diagonal white cross will be displayed at the flag marshal posts, and all riders who catch up the "SAFETY CARS" will line up in single file behind them, without overtaking them.

During the neutralisation of a race, 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 rejoin the track when the green light situated there is turned on. It will be turned on for a 10-second period, 10 seconds after a 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 have to wait for the next group.

Each SAFETY CAR should be in a different colour.

When the Clerk of the Course decides to call in the "SAFETY CARS", they must first effect a full lap of the circuit, with their red and yellow revolving lights on, but overtaking remains forbidden until the "SAFETY CARS" leave the track ~~to come back to their post~~. The "SAFETY CARS" must leave the track at the **same time** ~~point from which they entered~~.

When the SAFETY CARS have left the track, the exit of the pit lane will then be open again permanently, **10 seconds after a rider passed the pit-lane exit**.

The locations of the "SAFETY CARS" must be indicated on the edge of the track by yellow reflective boards (40 cm horizontal X 30 cm vertical) bearing visibly the words "SAFETY CAR" in black letters.

During the intervention of the "SAFETY CARS", each lap raced will be counted as a "race lap".



All other rules of the race remain valid.  
(...)

We thank you for taking note of the above and we remain,

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Paul Duparc', written over a rectangular box. The signature is stylized and extends across the top of the box.

Paul Duparc CCR Coordinator	
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