

## SUPPLEMENTARY REGULATIONS

### 74th BOL D'OR

#### **Article 1 - PUBLISHING**

The 74<sup>th</sup> 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-CYCLECARISTE DE FRANCE, MOTO REVUE and AMCF SPORT, on the Nevers Magny-Cours circuit at 58470 Magny-Cours – France.

This competition will take place from 8<sup>th</sup> to 12<sup>th</sup> September 2010.

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 104/04 and the FFMN visa N° . (TBC)

#### **Article 2 - SECRETARIAT OF THE ORGANISATION**

Before the event:

##### **Editions LARIVIERE – AMCF SPORT**

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](mailto:nathalie.lemoine@editions-lariviere.fr)

During the event (with effect from Monday 6 September 2010):

##### **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.

The official posting board is located at the foot of the administrative building (info point).

Access to the circuit is possible from Monday 6<sup>th</sup> September at **14.00**. 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 Nevers Magny Cours circuit track and in the pit lane. Should the tarmac surface be damaged, the teams would have to pay for the repairs.

#### **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
  - **INTERNATIONAL F.I.M JURY**
    - - **PRESIDENT**
    - - Members
    - - FIM Technical Steward
    - - Secretary FIM Jury
    - - Environment steward
    - - FIM Marketing Manager
    - - FIM Coordinator
  - **BOL D'OR RACE MANAGEMENT**
  - **CLERK OF THE COURSE**
    - - First Deputy Clerk of the Course
    - - Deputy in charge of the supporting races
    - - Deputy supporting races
  - **TECHNICAL SCRUTINEERS**
    - **HEAD**
    - First Deputy
    - Members
  - **PIT MARSHALS' HEAD**
  - **HEAD TRACK MARSHALS**
  - **PADDOCK HEAD MARSHAL**
  - **JURY NATIONAL RACES**
    - **CHAIRPERSON**
    - Members
  - **TIMEKEEPING**
  - **SECRETARIAT**
- Maurice VIMONT (A.M.C.F)**  
Robert JUNG (A.M.C.F)  
Michel LEVALLOIS (MC CHATILLONNAIS)  
Robert LIQUIER (UM SOISSONS)  
Charles KRAJKA (MC VINCENNES)
- Reszö BULCSU (FIM)**  
Philippe THIRIET (FIM)  
Jacques LEMAITRE (MC NEVERS)  
Charles HENNEKAM (FIM)
- Christophe LE BIHAN (FFM)  
Nathalie LEMOINE COUTANT (AMCF)  
Olivier GODALLIER (FIM)  
Paul DUPARC (FIM)
- Patrick COUTANT (ASM ACO)**  
Lionel ROUET (MC LESIGNY)  
Serge FERRER (MC BAGNOLAIS)  
Bernard COUSSET (MC LESIGNY)  
Christian PINOCHET (MC BALEER BRO)
- Francis GUIER (MC MOTOSPORT 26)**  
Gaétan LE RUYET (MC BALEER BRO)  
Claudie BONGIOVANNI (MC LYON)  
Alain TOURNIAYRE (MC JMP RACING)  
Gérard BOITON (RMSC VILLEURBANNE)  
Guy BONGIOVANNI (MC LYON)  
David CHIES (MC ROCHOIS)  
Edmond LEDOYEN (MC NEVERS)  
Gilles DENIMAL (ASS AVENIR MOTO)  
François ADE (MC DU BEAUSSET)  
Sébastien RENAUD (MC NEVERS ET NIEVRE)  
Angélique RENAUD (MC NEVERS ET NIEVRE)  
Emmanuel ROSSERO (MC ROCHOIS)
- Philippe LE PIT (MC ST CHERON)
- Jacques BONNEMAIN (MC LESIGNY)  
Francis DURAND (MC NEVERS)
- Noël RENOUARD (A.M.C.F)
- Larry TRACY (MC CAGNES SUR MER)**  
Te be added
- ORION TIMING
- LARIVIERE ORGANISATION

**Article 6 - CLASSES**

Motorcycles in the following classes will be allowed in the competition, according to of the FIM WEC regulations.

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

**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**

**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 74<sup>th</sup> BOL D'OR's organisers cannot guarantee them a participation in this event before the Selection Committee has met on : 20<sup>th</sup> August 2010.**

Priorities for the acceptance of teams will be according to art. 1.8.6 of the FIM World Endurance Championship and the FIM Endurance World Cup Regulations:

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 11 August 2010 at the latest**, giving the names of ALL the riders (compulsory).

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

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 1 100€ entry fee has to be attached to the application form of NON-permanent teams**

**A 300€ entry fee related to technical expenses must be paid by permanent teams and attached to the application for entry.**

This includes:

- 1) For non-permanent teams: a **800€** entry fee.
- 2) For all the teams: a **300€** technical fee.

Entry fees will not be refunded to competitors withdrawing after 1<sup>st</sup> September 2010.

Applications cannot be considered as accepted entries for the teams as long as an official confirmation has not been received from the organiser.

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.

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

**Article 10 - ADMINISTRATIVE CHECK-IN AND MACHINE SCRUTINEERING**

Scrutineering and administrative signing-on will take place on Wednesday 8 September from 09.00 to 13.00 and from 14.00 to 16.00.

Team managers have to attend together with their riders.

**Opening times for the sports secretariat :**

- Wednesday 8 September from 09.00 to 13.00 and from 14.00 to 18.30
- Thursday 9 September from 09.00 to 12.30 and from 14.00 to 19.30
- Friday 10 September from 09.00 to 12.30 and from 14.00 to 19.00
- Saturday 11 September from 09.00 to 12.30 and from 14.00 to 21.00
- Sunday 12 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")

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 9 Sept. from 10h to 16h.

**Article 11 - FUEL**

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

**Article 12 - PRACTICE – QUALIFYING - SUPERPOLE**

Any rider entered in the 74<sup>th</sup> 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.

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

**Article 13 – BRIEFING**

Team managers must attend the whole of the compulsory briefing scheduled in the A. Senna room, **on Thursday 9 September from 10 to 11 am.**

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 8 September at 18.30.**

**Article 14 – PITS AND PADDOCK – TIMEKEEPING BOARDS**

Positioning in the pit garages and the paddock may only take place in accordance with the organisation's guidelines with the FIM contact person's collaboration.

**Final pit garage allocation will happen on Friday 10 September 2010 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 9 September 2010, 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 11 September 2010 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 10 September 2010.

A pit garage can be allocated to either one or several machines belonging to one or **SEVERAL** different competitors, each sharing equally: the covered surface, 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 an area behind their pit garage for their workshop vehicle where caravan or tent will be forbidden, as well as 50 m<sup>2</sup> for team catering in the “Paddock Bol d’Or” paddock.

It is strictly forbidden to dispose of vehicle waste waters onto the ground. Any infraction to this point will be sanctioned by the Jury of the event (Article 6.e FIM Environment Code).

**Timekeeping boards:** The timekeeping area is located in the pit lane area.

Putting out boards is allowed in this area (2 signallers per team). Removable installations are allowed as long as they cannot impair safety. Teams must not use flags, signs or lights similar to those used by officials for riders’ information.

Maximum allowed dimensions of such installations:

- Height = 2 meter maximum.
- Width : 2 meter along the timekeeping wall.
- Depth : 1 meter between the 2 walls.

The timekeeping box must not be placed any further than the protection screens. No drilling is allowed into the screen frame and bracket.

Installations have to be made of translucent material only, the only inscription tolerated (200 cm x 20 cm maximum) being the make of the bike.

### **Article 15 - PROVISIONAL TIMETABLE**

#### **WEDNESDAY 8 September 2010**

09.00 – 13.00 and 14.00 – 16.00      Signing-on and technical scrutineering.  
18.30 – 19.30      BOL D’OR RIDERS BRIEFING

#### **THURSDAY 10 September 2010**

10.00 – 11.00      BOL D’OR TEAM MANAGERS BRIEFING

<b>12h30 - 14h30</b>	<b>BOL D’OR (Free practice)</b>	<b>120 mn</b>
<b>16h30 - 17h00</b>	<b>BOL D’OR Blue Armbands (qualifying)</b>	<b>30 mn</b>
<b>17h10 - 17h40</b>	<b>BOL D’OR White Armbands (qualifying)</b>	<b>30 mn</b>
<b>17h50 - 18h20</b>	<b>BOL D’OR Red Armbands (qualifying)</b>	<b>30 mn</b>
<b>18h30 - 19h00</b>	<b>BOL D’OR Green Armbands (qualifying)</b>	<b>30 mn</b>

#### **BOL D’OR Night practice**

<b>21h15 - 22h15</b>	<b>BOL D’OR</b>	<b>60 mn</b>
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#### **FRIDAY 10 September 2010**

<b>09h30 - 10h00</b>	<b>BOL D’OR Blue armbands (qualifying)</b>	<b>30 mn</b>
<b>10h10 - 10h40</b>	<b>BOL D’OR White Armbands (qualifying)</b>	<b>30 mn</b>
<b>10h50 - 11h20</b>	<b>BOL D’OR Red Armbands (qualifying)</b>	<b>30 mn</b>
<b>11h30 - 12h00</b>	<b>BOL D’OR Green Armbands (qualifying)</b>	<b>30 mn</b>
<b>14h00– 14h40</b>	<b>Free practice SUPERPOLE</b>	<b>40 mn</b>
<b>15h15 – 15h29</b>	<b>Q 1 SUPERPOLE BOL D’OR</b>	<b>14 mn</b>
<b>15h36 – 15h48</b>	<b>Q 2 SUPERPOLE BOL D’OR</b>	<b>12 mn</b>
<b>15h55 – 16h05</b>	<b>Q 3 SUPERPOLE BOL D’OR</b>	<b>10 mn</b>

**From 18h45**      Entertainment, pit walkabout

#### **SATURDAY 11 September 2010**

<b>10h10 - 10h55</b>	<b>WARM UP BOL D’OR</b>	<b>45 mn</b>
<b>12h45 – 14h10</b>	<b>ENTERTAINMENTS. VIP pit walkabout</b>	
<b>14h15</b>	<b>Preparation of bikes + riders in front of pits “Le Mans start scheme”</b>	
<b>14h30</b>	<b>Beginning of the start procedure</b>	
<b>15.00</b>	<b>START OF THE 74<sup>th</sup> BOL D’OR</b>	

**Article 16 - STARTING PROCEDURE**

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

**Article 17- PIT STOPS**

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

**Article 18 – 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).**

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 19 - PRIZES AND TROPHIES.**

Prize and start money will be handed over about 2 hours after final results posting at the organisation office located on the first floor of the administrative building.

**Prizes that have not been taken away will remain the property of AMCF SPORT.**

**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€).

**The prize money will be handed over to the representative of the structure (physical or legal person) who has entered the bike.**

**Article 20 - PROTEST**

Protests have to be drawn up according to the provisions of the FIM discipline and arbitration code. According to Art. 1.29 of the FIM endurance regulations.

**Article 21 - 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 22 - 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 23 - 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 24 - 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 25 - 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.

**25.1)** 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.

**25.2)** 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.

**25.3)** - 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 26 – 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 27 - 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.
- III. Map of short cuts.

## 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 accreditifs :

- 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.**

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*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.**