

24 HEURES MOTO

18-19 AVRIL 2009



CIRCUIT BUGATTI - LE MANS
SUBJECT TO THE ADMINISTRATIVE AUTHORISATIONS

PROVISIONNAL SCHEDULE

WEDNESDAY 15th APRIL

9 am to 1 pm	Administrative checkings 24 HEURES MOTO
2 pm to 4 pm	
9.30 pm to 1 pm	Scrutineering 24 HEURES MOTO
2 pm to 4.30 pm	
6.15pm to 7.15 pm	Team managers' briefing 24 HEURES MOTO
7.30 pm to 8 pm	Riders' briefing 24 HEURES MOTO

THURSDAY 16th APRIL

10.45 am to 11.45 am	Free Practice Sessions "24 HEURES MOTO"
1.30 pm to 2.30 pm	Free Practice Sessions "24 HEURES MOTO"
4.30 pm to 5.00 pm	1st Qualifying Practice Session Riders 1 "24 HEURES"
5.10 pm to 5.40 pm	1st Qualifying Practice Session Riders 2 "24 HEURES"
5.50 pm to 6.20 pm	1st Qualifying Practice Session Riders 3 "24 HEURES"
6.30 pm to 7 pm	1st Qualifying Practice Session Riders R "24 HEURES"
9 pm to 10.15 pm	Night Practice Session "24 HEURES"

FRIDAY 17th APRIL

11 am to 11.30 am	2nd Qualifying Practice Session Riders 1 "24 HEURES"
11.40 am to 12.10 pm	2nd Qualifying Practice Session Riders 2 "24 HEURES"
12.20 pm to 12.50 pm	2nd Qualifying Practice Session Riders 3 "24 HEURES"
1 pm to 1.30 pm	2nd Qualifying Practice Session Riders R "24 HEURES"
3.45 pm to 4.05 pm	SUPERPOLE 24 HEURES free practice sessions
4.10 pm to 4.45 pm	SUPERPOLE 24 HEURES
	<i>In case the Superpole stage cannot take place, an additional free practice of 50 minutes will be organised and open to all the teams.</i>
6.00 pm to 8.00 pm	Pit walk

SATURDAY 18th APRIL

10.30 am to 11.15 am	24 HEURES MOTO Warm-Up
1 pm to 2.10 pm	Attractions + Presentation of Nationalities of Riders and Motorcycles
2.15 pm	Motorcycles + Riders in front of the pits (Ear of corn)
2.30 pm	Beginning of the Start Procedure
3 pm	Start of the 32 nd Edition of the "24 HEURES MOTO"

SUNDAY 20th APRIL

3 pm	Finish of the 32 nd Edition of the "24 HEURES MOTO"
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SUPPLEMENTARY REGULATIONS

Article 1 – PUBLICATION

Name of the Event	24 HEURES MOTO ® - (32 nd Edition)
National Sporting Authority Address	Fédération Française de Motocyclisme 74, avenue Parmentier - 75011 PARIS Phone: +33 (0)1.49.23.77.00 Fax: +33 (0)1.47 00 08.37
Definition of the Event	International event by invitation counting for the Road Racing FIM Endurance World Championship and Cup.
Organiser	Association Sportive Motocycliste "24 HEURES" Automobile Club de l'Ouest with the facilities of the Automobile Club de l'Ouest (Creator of the event).
Address	Circuit des "24 HEURES" 72019 LE MANS Cedex 2 (FRANCE) Phone: +33 2.43.40.24.24 Fax: +33 2.43.40.24.25
Promoter	Société Sportive Professionnelle A.C.O.

This event will be held on 15th, 16th, 17th, 18th & 19th April 2009.

Article 2 – SECRETARY OF THE ORGANISATION

Address of the organisation:

Before and after the event	ASM 24 HEURES ACO Circuit des 24 HEURES 72019 Le Mans Cedex 2 Phone : +33 (0)2.43.40.24.24 Fax : +33 (0)2.43.40.24.25
During the Event	Phone: +33 (0)2.43.40.24.24 Fax: +33 (0)2.43.40.24.35

Article 3 - CIRCUIT

Length of the Bugatti Circuit : 4,185 km / 2,600 miles (See appendix 10).
The race will be run clockwise during 24 hours.
The official board is located next to the "Module Sportif" building.

Access to the Circuit will be authorised from **Monday April, 13th 2009 , 9:00 am.**

The settlement of the competitors in the pits and in the paddock will be subject to prior authorisation of the organisation, responsible of the pits' allocation.

The reservation of a pit lounge by a team or a partner of a team will give priority in the pits' allocation until **March 11th 2009** midnight.

It is forbidden to the competitors and users of the Working Paddock and the Support Paddock to fit any metal objects in our asphalt surfaces such as tent pegs, nails ...In case of non respect, sports or financial penalties will be taken.

It is formally forbidden to use the track and its immediate approaches with any machine except during Practice Sessions and Races

Article 4 – JURISDICTION

The Event will be organised in accordance with the Sporting Code of the FIM, the prescriptions of the FIM / CCR, FFM / CCR and with this supplementary regulations.

The organiser also commits to respect as much as possible the “Green line” charter of good practise.

Article 5 - OFFICIALS

President of the Jury	: To be nominated by the FIM
Member of the Jury	: To be nominated by the FIM
Member of the Jury	: F. DIEUDONNE
Member of the Jury and Secretary	: J.P. LEFEBVRE
In charge of the Environment	: R. LALA
Clerk of the Course	: L.ROUET
Assistants of the Clerk of the Course	: P. COUTANT – P. MORE
FIM Technical Director	: P. RIBEIRO
In charge of the Technical Inspection	: F.GUIER
FFM Scrutineers	: F.ADE – V.BAILLY - JM.BLONDE – G.BOITON G.BONGIONVANNI – G.DENIMAL JM.DUMORFD - JC.GENTIL - C.LEGENTIL G.LERUYET - F.QUILLOU - T.RIPAUX
L.M.R.P.L. Scrutineers	: P.DERRIEN:- F.DUPOIS – M.ESNAULT
In charge of the Rider liaison Officer	: R. AUVRAY – S. HOUDAYER
Medical Chief Officer	: Dr J. BAROIN
ACO Medical Chief Officer	: Dr A. KIND
Timing and Scoring	: AFC./ RIS
FIM Marketing Director	: O. GODALLIER
FIM contact Persons	: P. DUPARC – JP GOMBEAUD

Administration

Executive Vice President	: R.BROUARD
Deputy Managing Directors	: J.M. DESNUES - D. POISSENOT
Marketing and Sales Manager	: F. BOURRIGAUD
Administrative and Financial Director	: E. ROUAULT
Communications Manager	: P. CHAILLOU
Technical Department's Manager	: G. ROBERT
Safety Officer	: V. BEAUMESNIL
In charge of the Refuelling	: J.C GASNIER
Secretariat	: M.C. ORY

Article 6 - CLASSES

The organisation will accept a maximum of 64 motorcycles at the scrutineering.
The following classes of motorcycles will be eligible:

- **FORMULA EWC** (See Technical Code FIM Article 2-6)
- **SUPERSTOCK** (See Technical Code FIM Article 2-7)
- **OPEN** 4 strokes until 1200cc

Article 7 – NUMBER OF MOTORCYCLES ADMITTED

Number of motorcycles admitted to practice: 64.
Number of motorcycles admitted to race: 55.
Number of motorcycles selected after practice sessions: 52.
Number of motorcycles recommended by the Organiser will be 3.

Article 8 – ENTRIES - RIGHTS

The ASM 24 HEURES ACO / FFM Selection Committee will effect, on the basis of the received applications of entry as of the closing date, a selection of 64 teams invited to apply to the Administrative Checkings and the Scrutineering.

The entries must be made according to the following priority: Technical Code FIM Article 1.8.6

The selection Committee reserves their rights to the possibility of refusing any entry if any relationship with the ACO and its environment regarding legal and financial issues is not clear. The selection Committee reserves their rights to the possibility of refusing any entry, even if received within the times limits.

Application for entry must be made on the official form included with these regulations. (See appendix 14)

→ Closing Date : 11th March 2009 (midnight)
(Postmark taken as date of posting)

Application forms must be enclosed with :

- A.** The proof of payment (copy of the written proof of the bank)
- B.** The details sheet (enclosed to the application) which must be carefully filled in, otherwise the application for entry will not be considered.
- C.** The authorisation to run from the FMN, for all the non members riders of the FFM (besides the international licence)
- D.** The prize-list approved and provided by the FMN, for all the riders

→ Participation fee : 3550 € per bike for non-permanent teams
(Credit transfer only)

→ Participation fee : 3000 € per bike for permanent teams
(Credit transfer only)

That total amount includes:

- An entry fee of 550 € for non permanent teams.
- Advance covering technical expenses and supplies of 3000 € for technical expenses and supplies (fuel - transponders * - pit video Monitor * - fuel tank and lending of material *, refuelling system renting, etc...)

* *These equipments shall be handed back in good condition at the end of the Event.*

The teams will have to give back the transponders (AFC MICRO - 2nd floor of the “Module Sportif” building – Room 215) put at their disposal, either after retirement or at the latest 10 minutes after the end of the race, if the motorcycle has finished the race.

In case of non-restitution of these equipments or just one piece of them, a withholding from the advance covering technical expenses and supplies will be made.

The total amount must be paid **by all competitors by means of credit transfer by the 11th March 2009 at the latest**, failing which the entries will not be considered by the Selection Committee (**Bank cheques will be refused**).

To be credited on the S.S.P. A.C.O. account :

Bank : **CREDIT MUTUEL – LE MANS**
 Code Bank : **15489** Code Position : **00383** N° **00063264640.84**
 SWIFT Code : **CMCIFR2A**
 IBAN Code : **FR76 1548 9003 8300 0632 6464 084**

An extra fee of 550 € per machine will be requested for all entries received after the closing date (11th March 2009) subject to the Selection Committee accepting such entries. This fee will not be reimbursed.

An entry form becomes definitive after the application form (appendix 14), the entry fee and the advance are mailed and becomes an Official Entry after the invitation is sent by the Organiser for the Administrative checkings and Scrutineering.

Refund of the advance

After deduction of your consumptions (fuel, various materials, any potential damage) on the advance paid, the difference will be refunded by cheque a month after the race.

Article 9 – SRUTINEERING AND BRIEFINGS

No competitor and no motorcycle will be allowed on the track if the administrative checkings and scrutineering are not completed, which will be done as follow:

Administrative Checking

Wednesday 15th April 2009 from 9:00 am to 1:00 pm and from 2:00 pm to 4:00 pm.

Compulsory attendance for the team managers and riders.

Scrutineering:

Wednesday 15th April 2009 from 09:30 am to 1:00 pm and from 2:00 pm to 4:30 pm.

Team managers Briefing: (1 per team entered)

Wednesday 15th April at 6:15 pm in room 305A (3rd floor / building above the pits).

Riders' briefing:

Wednesday 15th April at 7:30 pm - Room 305A (3rd floor / building above the pits).

A compulsory briefing (See Technical Code FIM Article 1.8.3) for all riders who are participating for the first time in the current Championship or Cup will be organised on.

Article 10 – PRACTICE / SUPERPOLE

It is strictly forbidden to ride racing motorcycles on the course outside the official practice periods.

The practice sessions will be as follow :

(Each rider must have done 5 laps minimum during the official practice sessions).

The Superpole will take place according to the World Endurance Championship and World Endurance Cup (ART.1.13.6 N° FIM).

THURSDAY 16th APRIL

Free Practice Sessions From 10:45 to 11:45am and from 1:30 to 2:30pm

Qualifying session 4:30 pm to 7:00 pm

1st Rider 4:30 pm to 5:00 pm

2nd Rider 5:10 pm to 5:40 pm

3rd Rider 5:50 pm to 6:20 pm

Reserve Rider 6:30 pm to 7:00 pm

Night Practice Sessions 9:00pm to 10:15pm

FRIDAY 17th APRIL

Qualifying session 11:00 am to 1:30 pm

1st Rider 11:00 am to 11:30 am

2nd Rider 11:40 am to 12:10 pm

3rd Rider 12:20 pm to 12:50 pm

Reserve Rider 1:00 pm to 1:30 pm

Free practice session SUPERPOLE: 3:45 pm to 4:05 pm

SUPERPOLE 4.10 pm to 4.45 pm

In case the Superpole stage cannot take place, an additional free practice of 50 minutes will be organised and open to all the teams.

SATURDAY 18th APRIL

Free practice Sessions (Warm-Up) : From 10:15 am to 11:00 am.

Article 11 – PROCEDURE OF START (« LE MANS » TYPE)

Riders' presentation :

A presentation will be held on Saturday 18th April, between 1:15pm and 2:00pm.
The appointment of the riders is forecasted at 1:00pm under the Podium (Start/Finish)

2:15pm	Riders and Motorcycles preparation
2:30pm	Beginning of the starting procedure Opening of the acceleration lane exit : "Green light" (hooter) 5' board for a compulsory sighting lap Change of machines and an extra refuelling are strictly forbidden
2:31pm	Hooter + 4' board
2:32pm	Hooter + 3' board
2:33pm	Hooter + 2' board
2:34pm	Hooter + 1' board
2:35pm	Closing of the acceleration lane exit: "Red light" (hooter) Riders could join the starting grid until 5' board
2:45pm	Hooter + 5' board
2:47pm	Hooter + 3' board – Clear track All interventions must be finished
2:49pm	Hooter + 1' board + board signalling to put your crash helmet on Riders facing their motorcycle
2:49'30"	Hooter + 30" board
2:50pm	Hooter + Green flag + 2 compulsory warm up laps At the end of the 2 warm up laps : Red flag + Starting grid
2:59pm	Hooter + 1' board + board signalling to put your crash helmet on Riders facing their motorcycle
2:59'30"	Hooter + 30" board
3:00pm	Start of the 32 nd Edition of the "24 HEURES" - French national flag

Article 12 - PRIZES

PRIZES AND PREMIUM (total of 63 350 €)

Prices indicated in the Endurance FIM World Championship and World Championship Cup are minimum prices, prices and premiums (total = 17 650 €) granted to the first placed riders, will be as follow:

1 st	: 7 000 €	7 th	: 400 €
2 nd	: 3 000 €	8 th	: 300 €
3 rd	: 2 000 €	9 th	: 200 €
4 th	: 1 000 €	10 th	: 170 €
5 th	: 600 €	11 th au 30 th	: 124 €
6 th	: 500 €		

All prizes that are not collected will remain the property of the A.S.M. 24 HEURES ACO.

The first 7 teams of the list of teams under contract (see Article 1.8.5) will receive a minimum participation premium of 3 900 € – the following 6 teams under contract will receive a minimum participation premium of 1 900 € and the following 7 teams under contract will receive a minimum participation premium of 1 000 €(total = 45 700 €).

These premiums will be granted only if the team is on the starting grid.

Article 13 – PRIZE GIVING AND CUPS

Trophies and Cups will be handed over on the Podium.

Prizes will be handed over at the secretariat of the Module Sportif around 2 hours after the display of the Final Results' display.

CUPS & MEDALS

Cups from :

- the President of the Republic

Medals

Riders 1 medal to each rider who finishes the race

Mechanics 1 ESCRA medal to the 2 mechanics having given the best technical assistance.

Article 14 - PROTESTS

Any protests are to be formulated in accordance with the FIM discipline and arbitration regulations (+ Articles 1.29 and 1.30).

Article 15 - REFUELLING

Refuelling Systems Checking

The refuelling systems, duly set up and ready to work will be checked by the technical stewards, "a refuelling simulation will be done" (the pump in the pit will be switched on once the refuelling system is set up properly)

All refuelling systems will be set up and checked on **Wednesday 15th April** from 10:00am to 6:00pm.

As long as the refuelling system has not been approved by the Technical Stewards, competitors will not be able to take part in the free practice sessions on **Thursday 16th April**.

"Reserve/storing of fuel is not allowed in the pits or in the surroundings"

For safety reasons, except of the supply fuel tank, reserve/storing of fuel is not allowed in pits or in the surroundings, on pain of stake out race of the incriminated competitor. Competitors should use fuel provided by the organisation exclusively. (See appendix 12 – *This document will be sent to you later*)

Devices of lighting cannot be fixed on the support of the autonomous fuel tank. Only one gallows by machine will be allowed to be fixed.

This one includes necessarily:

1. A system of replenishment of the supply fuel tank directly manipulated from the pump of the pit.
2. A supply fuel tank, of a capacity of 50 liters, fixed on the organisation's support, with an adjustable level and a stake to the free air.
3. A floodgate - of stop to automatic return in closed position - situated in exit of the tank and permitting the control of the fuel debit.
4. Hoses of replenishment and bleeding, equipped with a leak proof coupling, adapting to openings of replenishment of the tank of the machine. In the event of the use of double vanes (like Staubli), the teams are required the coupling and the can support by an intertwined strap (the double hose of this system provokes sagging at the welding point between the rigid tube and the can, it is therefore useful to reset this tube by an intertwined strap, so as not to put pressure on the welding).
5. A container of a maximum capacity of 10 liters have to be used in order to collect fuel remaining in the bleeding hose after the refuelling of the machine. The fuel must not remain under no circumstances in and behind the pits.

A team will be at the disposal of the competitors in order to collect and to destroy this fuel

“All handling of jerrycans, barrels and other mobile containers holding fuel is forbidden in the pits and nearby” (Prefectoral Decree N° 980 / 0311 of the 23rd January 1998 – Article 2.2).

Facilities mentioned to the points 1, 2 and 3 above-mentioned will be provided and will be installed by the Organiser in return for expenses of renting of **400 €** (VAT included) This amount will be deducted from the technical expenses and supplies.

Facilities mentioned to points 4 and 5 above-mentioned will be provided and will be installed by the team. The diagram, the types and measurements of splices for the installation of hoses on the supply fuel tank (See Refuelling System Appendix).

A helper must be at all times present during restocking to operate the floodgate of stop.

Samplings of fuel will be conducted on some machines since the official practice. These samplings will be controlled on the spot by a Laboratory approved by the FIM and by comparison with the fuel provided by the organiser. In case of non compliance, the jury of the Meeting will apply sanctions.

The supply fuel tank set up on the support must not be drained in any case by competitors. It will be at the competitors' disposal and must be handed back to the organiser filled up with fuel. Every time the hoses of the replenishment and bleeding are removed, the stoppers of the floodgate must be put back and the command handle removed.

Article 16 - INSURANCE

By its approval of the application, the National Motorcycling Federation of the rider certifies that he is insured in conformity with the FIM Code.

The organiser has taken out an insurance policy covering the civil responsibility of the riders in the event of accident (s) occurring during the Event (both race and practice sessions).

A copy of the contract is available on request. The organiser is not to be held responsible for damages caused to a motorcycle, accessories or equipment through accident, fire or any other causes.

Article 17 – RENUNCIATION OF RIGHT OF APPEAL AGAINST THE SPORTING AUTHORITIES

Independently of FIM Sporting Code prescriptions, riders by the mere fact of their participation, waive their rights of appeal against the organisers, their representatives or employees, whether through arbitration, law courts, or any other means not specified in the FIM Sporting Code, for any damage or harm to which they may be exposed as a result of any act or omission committed by the organiser, his officials, representatives or employees, in the application of these rules, or any rules which might be brought into effect at a later date, or for any cause which may be a result of this.

Article 18 – CANCELLATION OF THE EVENT

Should circumstances or safety reasons demand it, the 24 HEURES MOTO ® Event could be postponed or cancelled. For this the Association Sportive Motocycliste 24 HEURES de l'Automobile-Club de l'Ouest could not be held responsible.

In this case, the association undertakes to repay the entry fee only.

FFM VISA N° 306 dated on the 3rd of February 2009
FIM VISA: IMN: 104/001

According to French Decree n°2006-1386 of 15/11/2006

WE WOULD LIKE TO REMIND YOU THAT SMOKING IS STRICKLY FORBIDDEN IN PLACES ASSIGNED TO A COLLECTIVE USE :

IN THE PITS
IN THE SIGNALLING AREA
IN THE REFUELLING ZONE
IN THE Paddock (Working Paddock AND Support Paddock)

THANK YOU FOR YOUR COOPERATION

APPENDIXES

1 - SIGNALLING AREA

The "Signalling Area" is in the pits' area. (Appendix 9)

Signalling boards are permitted in this area (Two signallers per team). Discountable installation will be allowed in so far as they do not present any risks for safety.

It is strictly forbidden for teams to use flags, emblems or lights similar to those used by officials, to pass information to riders.

The maximum dimensions possible for signalling facilities are as follow:

Height : 2.00 m maximum
Width : 2.00 m along the signalling wall.
Depth : 1.00 m between the two walls.

Facilities, made of transparent materials exclusively, and their fittings must not overhang the wall (track side). The only writing authorised (200 cm x 20 cm maximum) is the make of the motorcycle.

2 – PITWALK

On Friday 17th April 2008 from 6:00 pm until 8:00 pm.

In order to give to racing fans more interest in the Event and in mechanical work, Teams are kindly requested to leave open the door (s) of their pit (s) giving access to the "Pit Lane".
For competitors who do not apply with this request: 800 € fine (per pit left closed)

3 - PITS' AREA

It is regulated and controlled.

Pits' Stops

The team staff holding the official credentials are permitted in the working area in front of their pit box only just before working on the motorcycle. They must leave the pit-lane as soon as the work is finished. Apart from that time, the team staff cannot stay in the pit lane.

4 - ADVERTISING

Advertising on cars and on riders' overalls must comply with the FIM / FFM regulations.

Any advertising and promotional action or public relations is possible after a written agreement with the Marketing and Sales Department from the ACO.

Any advertising and communication action is possible after a written agreement with the Press Department from the ACO.

5 - TRADE MARKS AND RIGHTS

TRADEMARKS

The following trade marks have been registered by the Automobile-Club de l'Ouest

« 24 HEURES DU MANS »®	« 24 HEURES MOTO »®
« LE MANS-24 HOURS »®	« MASTER OF ENDURANCE »®
« 24 HEURES DU MANS – RACING »®	« 24 HEURES CAMIONS »®
« LE MANS-24 HOURS – RACING »®	« 24 HEURES »®
« LE MANS »®	« 24 HEURES DU MANS HISTORIQUES »®
« LE MANS – VINTAGE »®	« RADIO LE MANS »®
« LE MANS RACING »®	« RADIO 24 HEURES »®
« LE MANS LEGEND »®	« PETIT LE MANS »®
« LE MANS SERIES »®	« ACO »®
« LE MANS CLASSIC »®	« LE MANS FUJI – 1000 KM »®
« LE MANS SERIES »®	« AMERICAN LE MANS SERIES »®
« LE MANS ENDURANCE »®	« ASIAN LE MANS SERIES »®
« L.M »®	« EUROPEAN LE MANS SERIES »®
« 24 » graphisme®	« WORLD LE MANS SERIES »®

RIGHTS

1 Image rights / Sound recordings

The Competitor hereby grants to Automobile Club de l'Ouest (hereafter referred to as « ACO ») a royalty-free authorization to use all pictures and sound recordings (including, without limitation, photographs, audiovisual or sound programmes and radio programmes) hereafter referred together to as the “Images and Sounds”, representing in whatever manner the Competitor and/or its pilots and/or its team before, during, and after the race and all events connected to the race. This authorization is granted by the Competitor to the ACO for a term of ten years minimum, this term being automatically and indefinitely renewed every two years. The Competitor is informed that, should it decides to terminate the above-mentioned authorization, he is under the obligation to send to ACO a registered letter with acknowledgement of receipt at least two months before the anniversary date of every contractual period. This anniversary date is the 1st November before the term of every contractual period. It is expressly agreed that, in any case, the termination of the authorization to use the “Images and Sounds” shall not lead to the termination of the authorization of use of the “Images and Sounds” already granted by the ACO.

The authorization of use of the Images and Sounds granted by the Competitor hereby is fully and totally independent from the ACO's right to operate the events and sporting contests it organises, in accordance with Article L. 333-1 of the French Sport Code.

2 Author's rights /designs and models rights

The Competitor hereby assigns to ACO on a non-exclusive and royalty free basis all intellectual property rights related to the team's name, the designations, designs, models or logos associated to the team and to the motorbike(s) of the team (hereafter referred to as the “Creations”) used by the Competitor before, during and after the race and/or all events connected to the race for the entire legal protection period of the Creations. The rights granted include in particular, without limitation:

The reproduction right, permanent or temporary, the right of adaptation, the right of translation, the right of marketing, on any supports (in particular, without limitation, books, notebooks, posters, postcards, scale model motorbikes, DVD, video games, clothes or household products, and other spin-off products), in any commercial networks and under any brands and/or trademarks, in particular for the purposes of the exploitation and commercialisation of the Creations, off-line or on-line, as well as their utilisation, presentation, promotion and

advertising, in particular, without limitation within promotional, cultural, press and/or public relations events;

The right of representation in any public place notably by television broadcasting, cablo-distribution, downloading and more generally by any vectors or networks (notably, without limitation, analogical or digital, telecommunication or computing, including Internet network), in particular for the purposes of the commercial exploitation of the Creations as well as their utilisation, presentation, promotion and advertising, in particular, without limitation within promotional, cultural, press and/or public relations events.

It is expressly acknowledged and agreed that the ACO shall be entitled to use and operate the Creations, either directly or indirectly, and that the ACO shall be entitled to grant, on a non-exclusive basis, the Creations to sub-contractors, licensees as well as any other third parties designated by the ACO.

The authorization of use of the Creations granted by the Competitor hereby is fully and totally independent from the ACO's right to operate the events and sporting contests it organise, in accordance with Article L. 333-1 of the French Sport Code.

3 Trademarks

The Competitor hereby grants to ACO a non-exclusive, royalty-free license, on all trademarks related to the name of the team and the associated designations, designs, models or logos (hereafter referred to as the "Trademarks") used by the Competitor before, during and after the race and/or all events connected to the race, for the territory of protection of the Trademarks and during all the duration of their legal protection. These rights contain in particular, without limitation, the right of reproduction, use, apposition and, more generally, of exploitation in any form, on a royalty-free basis or not, of the Trademarks.

It is expressly reminded that the ACO is allowed to use and operate the Trademarks, either directly or indirectly, and that the ACO shall be entitled to grant, on a non-exclusive basis, the Trademarks to sub-contractors, licensees as well as any other third parties designated by the ACO.

The authorization of use of the Trademarks granted by the Competitor hereby is fully and totally independent from the ACO's right to operate the events and sporting contests it organise, in accordance with Article L. 333-1 of the French Sport Code.

4 Representations and warranties

The Competitor represents and warrants that he has the full and entire ownership of the intellectual property rights related to the Creations and the Trademarks. He also represents and warrants that neither the Creations nor the Trademarks infringe and/or harm the rights of any third parties.

Generally, the Competitor represents and warrants to the ACO the free and exclusive use and exercising of the rights transferred over the Images and Sounds, the Creations and the Trademarks. The Competitor undertakes to guarantee and to compensate the ACO as well as its transferees and successors against any claim, request for banning of use and/or damages, action for forgery and/or invalidation, action for breach of a right to images and, generally, against any action emanating from any third parties whatsoever. In particular, the Competitor undertakes to reimburse all of the damages, expenses (including attorneys' fees) and fines that the ACO may be obliged to pay and to compensate it for the prejudice suffered.

The Competitor also undertakes to obtain from its sponsors, pilots, team and constructors an authorization according to which ACO is entitled to exploit and operate, under the terms and conditions mentioned above in articles 2.1, 2.2 and 2.3, the Images and Sounds, the Creations and the Trademarks. In case of breach of this obligation, the Competitor undertakes to reimburse all of the damages, expenses (including Attorneys fees) and fines that the ACO may be obliged to pay and to compensate it for the prejudice inferred from the breach of this contractual obligation.

5 Miscellaneous

ACO shall be free to transfer or to grant the rights, which have been granted to it by the Competitor. This assignment binds the successors and assignees of the Parties. If one or several of the provisions of this contract should be unenforceable, annulled or declared invalid by the definitive decision of any jurisdiction and for whatever reason, the result would not be the invalidity of the whole assignment of rights; the affected provisions of this contract shall be deleted and the other provisions shall remain into force.

6 - PASSES – FACILITIES AND PITS ALLOCATION

PASSES

The teams under contract will receive their passes from the FIM, Coordinator of the FIM Endurance World Championship

Other teams will get a maximum of 20 passes per motorcycle, admitted to take part in the practice sessions, divided up as follows:

- 1 pass for the Team Manager
- 1 pass for the Assistant of the Team Manager
- 1 pass for each Rider
- 1 pass for the person in charge of the security
- 4 Mechanics passes (1 per mechanic)
- 2 passes for the Signalling area (1 per pit signaller)
- 7 pits passes (sponsors, guests, etc.).
- 3 car passes per motorcycle allowed taking part in the practice sessions.

It will be possible to buy passes for the pits, called “Cartes box”. The price of each pass will be **240 €** (10 maximum by motorcycle taking part in the race).

Facilities Allocation

Each Team will be allocated:

- ½ pit minimum (about 35m²),
- 1 space for the trailer shop in the working paddock (7 X 3 m),
- 1 space on support in the paddock (about 200 m², 8.90 m x 22.45 m)

Teams which are not qualified will have to vacate their pit (s) from their material at the latest **Friday 17th April 2008 at 6:00 pm.**

Pits Allocation is under the Organiser's exclusive responsibility. 55 pits will be available and each pit may be shared by 2 teams and (or) 2 motorcycles.

Whenever it is possible, the 1st stands will be allocated to the teams under contract.

Video Monitor (race pictures, classifications)

Each pit will be supplied with a TV signal and a TV screen (the price will be deducted from the technical expenses and supplies).

Any extra request will have to be made and directly paid to the official supplier approved by the organisation.

Connection and/or Video settlement in the signalling area

Only the official timing supplier of the organisation will be authorised to connect and set up the "lap by lap" equipment.

7 – Records

8 – Track

9 – Signaling area

10 – Map of the Circuit

11 – Refuelling System

12 – Fuel Characteristics (*We will send you this document separately*)

13 – Location Map General Welcome

14 – Application Form (*See document enclosed*)

IN CASE OF DISPUTE OR CONTROVERSY ARISING ABOUT INTERPRETATION OF ARTICLES FROM THESE SUPPLEMENTARY REGULATIONS, THE FRENCH VERSION ONLY SHALL BE DEEMED AUTHENTIC.