



REGULATIONS

1st BOL DE BRONZE

19th/20th September 2019

Circuit Paul Ricard – Le Castellet

Article 1 - PUBLISHING

During the 83th Motorcycle Bol d'Or event, the ASSOCIATION MOTO-CYCLECARISTE DE FRANCE, MOTO REVUE and AMCF SPORT organise on the Paul Ricard circuit at Le Castellet the first BOL DE BRONZE. This test is an endurance race, reserved for riders aged between **14 and 25** years old on the day of the race, which will be played in a two-hour round on Friday, September 20, 2019 (see also **Appendix I: Sprint Bol de Bronze**). It's organised under the care of the French Motorcycling Federation and the Motorcyclist Leagues of Provence and Ile de France.

The Event received the FFM Visa N° (pending)

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

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

Article 3 - CIRCUIT

The circuit is **3 800 m long**.

All the races will be run clockwise.

The official posting board is located along the paddock office.

Access to the circuit is possible from **Monday 16th September 2019 from 4:00pm**.

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'Argent 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 DE BRONZE is a manifestation reserved for riders between the ages of 14 and 25 (the day of the race) and machines with the following characteristics:

Motorcycles of the sports type (compulsory fairing presence) classes 400cc can take part in the event:

Category 400: *Above 125cc up to 499cc (2-cylinder) and 250cc to 399cc (single cylinder), at a maximum price of € 7,000, list prices (these prices may undergo a slight change in view of the economic situation it will be up to the organization to assess the tariff variation over the period referred to above).*

Accessible from 14 years old for a power of 50 hp at the rear wheel.

Authorized motorcycles:

- Single cylinder: KTM RC 390 + R

- Twin cylinder: Honda CBR 500 RR / Kawasaki Ninja 300/400 / Yamaha YZF-R3 + A

- If other models were proposed by candidates for the Bronze Bowl, it would be up to the Organization (with the support of the FFM) to validate or not the admission of these models.

For obvious reasons of sports equities, it was decided to use a weight scale defined as follows:

Machine	Weight of the machine		Minimum weight combined rider and machine (weight of the fully equipped pilot)
	Low limit	Height limit	
Honda CBR500R	151 kg	165 kg	215 kg
KTM RC390	134 kg	148 kg	208 kg
Kawasaki N 300	138 kg	152 kg	215 kg
Kawasaki N 400	138 kg	152 kg	215 kg
Yamaha R3	138 kg	152 kg	205 kg

For specificities and interpretations of these weight rules, refer to article 3.4 of the Promosport regulation or (equivalent) 27.3 of the Superbike regulation published by the French Federation of Motorcycling.

Article 6 - OFFICIALS

- RACE DIRECTION OF THE BOL DE BRONZE

- Race Director
- Deputies Race Director

Jean-Marc DELETANG

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

- TECHNICAL STEWARDS

- HEAD
- Secretary
- Members

Mehdi REVEL

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
Guy MIVELAZ
Isabelle BEURTON
Eric GUIGUET
Manuel BARCOJ
Alain PAILLET
Jean-Marc SCHICKEL

- PIT MARSHALS' HEAD

Hervé PAPIER

- HEAD TRACK MARSHALS

Julien PAOLI

- PADDOCK HEAD MARSHAL

David MOREAU

- JURY NATIONAL RACES

- HONORARY CHAIRPERSON
- CHAIRPERSON
- Members
- 3rd member

Eugène MULLIE

Lawrence TRACY
Jean-Luc BERRIER
Nicolas MICHEL

- TIMEKEEPING

FFM

- SECRETARIAT

AMCF

Article 7 - NUMBER OF MACHINES AND RIDERS ADMITTED

Maximum number of crew admitted in practice: **50 Crew**

Maximum number of crew admitted in the race: **50 Crew**

Each Crew will be composed of two riders per bike

Article 8 - SELECTION DES EQUIPAGES

A Selection Committee will meet after the closing date of the commitments and 50 select teams.

The decisions of this Committee shall be final, each team is informed that the organizer of the 1st BOL DE BRONZE is not able to guarantee their participation in this event before the meeting of the Selection Committee scheduled for July 21th, 2019.

Article 9 - ENTRIES, LICENCES, ENTRY FEES AND DEPOSITS

It is compulsory that applications for entry must be received by the organisers **by 20th August 2019 at the latest.**

The BRONZE BOL is an international competition open to any rider aged at least 14 years and up to 20 years.

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

- a NCO License
- a LUE License for the year or for one event.
- an international license Course on Road to the year or for one event
- a license one manifestation (amounting to 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)
- Foreign pilots will have to present a "starting permission" issued by their national federation.

A non-refundable entry fee of 1950 euros ((except in the event of non-selection by the organizing committee) must be attached to the application. This entry fee includes the € 500 registration fee and the € 1,450 Pirelli tires (see article 12.1 of this regulation), as well as the delivery of a Pirelli pilot pack (see article 12.1 of the present regulations).

- Wording by check payable to **AMCF SPORT**

- Or by bank transfer

Information for bank wires :

Crédit du Nord

Compte: AMCF SPORT

Code banque: 30076

Code Agence: 02137 – Domiciliation Stadium Entreprises

N° Compte: 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 **7th 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 + 6 passes for the team manager, mechanics, signalers, and guest; and 2 paddock parking. Accreditations will be issued to Welcome Center (Annex II).

Article 10 – COLOR BRACELET AND CUFF

Each rider will be given at administrative checks, bracelet and cuff.

He will wear them for the duration of practices 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 CHECK-IN AND MACHINE SCRUTINEERING

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.

Scrutineering and administrative signing-on will take place on Thursday 19th September, from 8:30 am to 12:30pm.

Check-ins will be organised as follows:

Administrative: Ground floor of Pit Building

Technical: Location to be determined

One-board cameras must make a formal request at the organisation.

Installing and positioning it must be approved by the Clerk of the Course and the technical scrutineers.

Article 12 – TECHNICAL REGULATIONS

Each team may submit only one motorcycle at scrutineering

12.1. TYRES

- The **Pirelli** manufacturer will be the **exclusive** supplier for the 2019 ol de Bronze.
- During the administrative checks, you will be given tickets allowing you to remove your tires included in the commitment to the Pirelli assistance truck (4 front tires and 5 rear tires).
- The tires included in the registration may be used as early as the pre-bowl tests of September 3rd and 4th.
- Pirelli tire references for the 2019 Bol de Bronze :

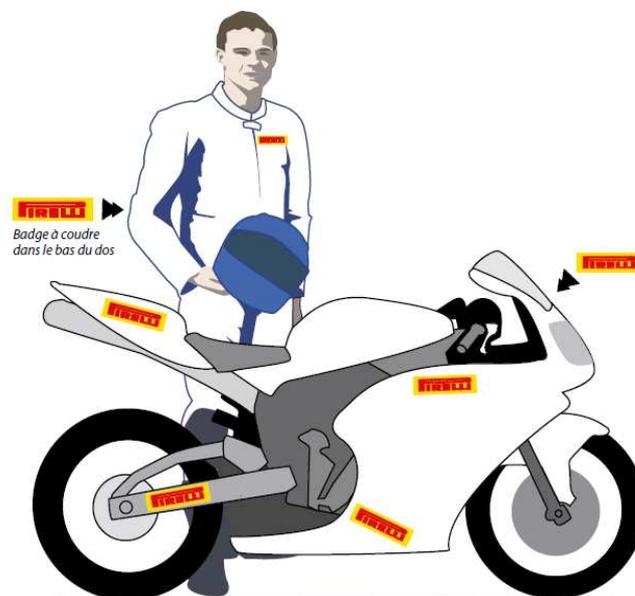
Model	Dimension	Gum
Diablo Supercorsa V3	AV 110/70 ZR 17	SC1
Diablo Supercorsa V3	AR 140/70 ZR 17	SC1
Diablo Supercorsa V3	AV 120/70 ZR 17	SC1
Diablo Supercorsa V3	AR 160/60 ZR 17	SC1
Diablo Rain	AV 110/70 R 17	SCR1
Diablo Rain	AR 140/70 R 17	SCR1
Diablo Rain	AV 120/70 R 17	SCR1
Diablo Rain	AR 160/60 R 17	SCR1

- The number of tires is not limited; you will be able to acquire additional directly to the Pirelli truck.
- The tires distributed by Pirelli will include a specific sticker. A check will be made during the pass in pre-grid and at the end of the race to check the conformity of the tires used.

12.2. PARTNER MARKING

As part of the Pirelli partnership, stickers provided by the tire maker must be affixed in accordance with the sticking plan below (1 mandatory on the bubble + 2 slots per side):

Dimension : 15 x 3 cm minimum



12.3. MANDATORY PREPARATION

- Except as provided in this Annex, the motorcycle must comply with standards set by the National Sporting Code and its annexes. The breather liquid (gas and water) will result in one or more skimmers with a minimum capacity of 0.5 liters. The original recycling system will be retained and lead in the air box.
- All filler caps, level and oil changes, and the oil filter cartridge and all hydraulic connections will be hindered by a metallic security thread.
- The handlebar ends must be plugged.
- Crutches - turn signals - mirrors - passenger footrests - headlight and headlight support - tail lights - horn - plate holder - chain guard - passenger grab bar - deflection handles must be removed.
- **The engine and starter stop switch must remain present at the right handlebar.**

12.4. ÉCHAPPEMENT

Free brand, it will be possible to adopt a complete line. It can remove the catalyst and the anti-pollution filter. Control the sound level meter will be done during scrutineering. The maximum number of dB is 102.

12.5. TABLE OF AUTHORIZED CHANGES

12.5.1. FORK

Pipes and ducts must remain original. All internal modifications (springs, dampers stacks, passage and oil quantity, settings, etc.) are allowed. Change upper fork caps for a model setting (spring preload and rebound) is allowed.

12.5.2. STEERING DAMPER

It must be fixed to the fork joint. If ever the device fixation methods were to impede the steering of the motorcycle, the damper must be removed.

12.5.3. REAR SHOCK

Free brand, it will take place on the original attachment. Adaptable rods are allowed.

12.5.4. FOOTREST AND DECKS

Free brand, the footrests must be a minimum length of 65 mm, and present rounded ends (minimum radius 8 mm). If footrests are not collapsible, they necessarily will include a mouthpiece made of a plastic, Teflon or the like.

12.5.5. BRAKES

Free brand, it will be possible to change the entire brake system (master cylinder front and rear, liquid, wafers, disks) provided you keep dimension and original materials. The stirrups must remain as homologated, without any modification being possible.

- It strongly recommended to mount "aviation" type brake lines (1 per hose clamp from the master cylinder). The separation of the brake lines will have to be above the lower triple clamp. It is impossible to change the stirrups.

The motorcycles must be equipped with a front brake protection, to protect the brake lever on the handlebars of accidental actuation in a collision with another machine. These protections must be mass production purpose and be distributed by a professional.

12.5.6. FINAL DRIVE

Free brand. The quick couplings on the chain are prohibited. The gearbox must be original of the type. Edit returning the switch to roll in "reverse" mode is allowed.

12.5.7. CHAIN PROTECTION

- The protection of the transmission output gear is mandatory.

- A chain guide attached under the swing arm, preventing the foot or hand to move into the rear sprocket, is mandatory. Either made of nylon, Teflon or composite materials, and having substantially no projecting edges, it must be of a thickness of 5 mm minimum. Fixing must be secured by screws or rivets.

12.5.8. WHEELS AND BRACES

The original wheels, or adaptable elements in the same dimensions must be retained. Prohibition to carbon wheels, titanium, or magnesium, unless one of these materials are used origination. The spacers are free.

12.5.9. SADDLE

The cars stools are permitted.

12.5.10. DASHBOARD

The instrument panel must be the original one, in working order and without modifications.

12.5.11. SUPPORT STAND

Crutches materials must be made of nylon, Teflon or similar material. V systems EWC reverse type are prohibited.

12.5.12. INJECTION ADJUSTMENT / MOTOR SPEED

See articles 27.26 1 & 2 of the Superbike technical regulation specifying the possible modifications.

12.5.13. COOLING SYSTEM

- It must be ensured by water.
- It will not be modified, nor as to its location, nor as to its capacity.
- Additional radiators will be permitted.
- Ability to remove the fan and calorstat.

12.5.14. CANDLES

free thermal index.

12.5.15. HOUSING MOTOR PROTECTION

- All of the engine cases containing oil and which can be in contact with the track after a crash must be protected by a second metallic material such housing in an alloy of aluminum, stainless steel, steel or titanium. Plates and / or protective against the bars in aluminum or steel scrap are also permitted. All these devices must be designed to withstand shock, friction and abrasive damage from a fall. Lids approved by the FIM are authorized without restriction for the material. All these lids must be fastened properly and reliably by the fastening screws which are also used on the original cover of the engine on the housings. The Technical Steward has the right to prohibit any cover, it is not effective.

12.5.16. AIR FILTER

- Changes and cancellations of air boxes are forbidden.
- The air box must remain original, only the drainage pipes must be plugged.
- The air filter must be original or adaptable to setting up in the air box and place of the original item.

12.5.17. GRIPS THROTTLE

free accelerator handles.

12.6. TABLE MUST GENUINE PARTS

12.6.1. FRAME

Only an adaptable rear loop, if it is of removable origin, is tolerated. The frame reinforcements are prohibited.

12.6.2. HANDLEBAR

- Adaptable handlebars are allowed if they meet the original shape.
- Any repair handlebars are prohibited

12.6.3. DRUMS

The battery should keep the original dimensions. It will supply the voltage specified by the manufacturer.

12.6.4. ENGINE

- Any modification "engine" must comply with the articles mentioned in the Superbike regulation issued by the technical college of the French Federation of motorcycling (art 27.07 to 27.27).
- The reboring of the cylinder in coast repair is allowed within the limit of displacement of the model considered.
- Selection of speed: the shifter is allowed.
- In case of complaint, the engine may be seized under the technical control.

12.6.5. PETROL TANK

- It must remain original.
- The replacement of the cap by an adaptable model is allowed.
- Type valves "Zenith" are prohibited.
- Filling the tanks with fuel retention foam is obligatory.

12.7. SEALING OF MOTORS

- Will be carried seal the engine after the technical control.
- A passage on the dynamometer may also be made and several seals will be affixed on the engine audited machines.

12.8. UNSEALING

- The unsealing of the engines is prohibited, even for maintenance. The unsealing can only occur with the agreement of technical steward's head.
- Similarly, if during the park layout closed the filling does not comply or lead missing, the competitor will be excluded.

12.9. FAIRINGS

- The original fairing can be replaced by accessory contretypes of shapes and appearance identical to the origin. The material can be changed. The use of carbon fiber or carbon composite material is prohibited.
- The bubble can be replaced by a transparent countertype. A change in the height of the bubble of +/- 15 mm is allowed.
- Refer to Article 27.39 of the Superbike Rules to determine all things allowed, and those that are not, at the level of the fairing.

12.9. PLATES RACE

The machines will carry white plates. The color of the numbers will depend on the machine brand (Honda / Red, Kawasaki / Green - Yamaha / Blue - KTM / Orange)

- The minimum dimension of the numbers will be: - Height: 14 cm - Width: 8 cm - Thickness: 2.5 cm
- The person in charge of the technical controls will be the only one able to decide the readability of the numbers.

12.11. TIMING INSTRUMENTS

- The machines must be equipped with a correct installation of the transponder support.
- The transponder support must be placed before the scrutineering so that its fixation is validated.

Article 13 - PRACTICES - QUALIFICATIONS

Each rider entered the BOL DE BRONZE will necessarily participate in the trials, in the series in which he has, depending on the color of his armband and bracelet.

To enter the competition, each rider must individually fulfill the minimum qualifying time in his heat (120% of the average of the two best times) in at least one qualifying practice sessions and have completed at least 3 turns practices.

Article 14 - STARTING GRID

At the Jury meeting following the last qualifying session, a grid will be established. It will include **the 50 teams selected** for the race (if compliance with the provisions of Article 13 concerning the 120% rule) based on the fastest time on a tour by the fastest rider of each team, during one of the qualifying sessions.

Article 15 - CHANGE OF CREWS

The shift changes or the names of the riders involved in BOL DE BRONZE 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 then no changes will be permitted, except in cases of force majeure. Any violation will be punished by a monetary fine.

Article 16 - BRIEFING

The riders and team managers must attend the full at the briefing held Thursday, 19th September from 12:30 to 12:55 pm.

Any absence at the briefing will be penalized by 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**

9:30am to 1pm and 2pm to 5pm :

TECHNICAL VERIFICATIONS **BOL D'OR**

8:00am to 2:30pm :

ADMINISTRATIVE AND TECHNICAL VERIFICATIONS **BA & BOC**

2:15 PM

2:45 PM

BRIEFING BOL D'ARGENT (Teams Managers and pilotes)

0:30

3:00 PM	3:30 PM	BRIEFING BOL CLASSIC (Teams Managers and pilotes)	0:30
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

STOP OF 83th BOL D'OR

Article 18 - ZONE BOOTH – PANELING

Each team leader is responsible for compliance with the safety instructions. The logistics installation of each crew will be Friday, September 20 after the race of the BOWL OF SILVER, in the straight line of the stands, just in front of the boxes allocated to the teams participating in the Bol d'Or. It will be requested to respect the marking on the ground done by the organizer. The area reserved for each crew will be 3x3 meters. The use of arbores of this size is also strongly recommended (attention: the stowage of these arbores can be done only by the addition of portable weights and not piercing the bitumen). The paneling area is in the pit area. Paneling is allowed in this area (2 panelists per team). The BOL DE BRONZE teams will be able to use, only after express agreement of the teams engaged for the Bol d'Or, the paneling facilities planned for the 24-hour race. Otherwise, they will position themselves in the spaces left free along the low wall of the stands.

It is recalled that the paneling booth must be placed as much as possible in front of the stand corresponds to the team.

Article 19 - DEPARTURE

The start will be kind of Bol.

- H-15 'Panel 5' - horn - green fire pit exit for the sighting lap *

Red flag on the starting grid.

- H-14 'Panel 4' + horn

- H-13 'panel 3' + horn

- H-12 'Panel 2' + horn

- H-11 '1' board + horn

- H-10 'Closing the pit exit - red lights, red flag horn +

Crews are not out of the pit lane before closing it will start the warm up laps from the pit exit under the orders of Commissioners, the fire pit exit will be green and every pilot waiting in the pit lane will be permitted to join the warm up laps. 30 " later the fire will be the red pit exit. It will be applied a procedure "stop and go 30 seconds" for the crews who do not participate in the reconnaissance lap.

Teams can make adjustments or changes of tires, the use of electric blankets is allowed. Pilots who encounter a technical problem during the sighting lap may return to the pit lane to try to solve the problem. In this case, the riders as well as those who have not joined the grid before closing the pit exit will be able to start the warm up lap, when the green light from pit exit will be lit (after passing and the pack before the safety car)

5 'Before the start of the warm up laps presentation of the panel 5' on the grid

3 'Before the start of the panel presentation warm up laps 3' on the grid

Evacuation of the track, for all non-accredited persons except a mechanic who will hold the machine.

All settings and wheel changes must be completed by the display "3 minutes" is presented, the blankets must be removed, for both machines on the grid and for those waiting in the pit lane it can no longer be carried out a tire change. After the presentation of this panel, the riders who still wish to make adjustments must push their machine to the pit lane where they can continue to make adjustments. These riders will start the warm up lap from the pit lane.

1 'Before the start of the panel presentation warm up laps 1' on the grid

30 " Before the start of the warm up laps presentation of the panel 30 " on the grid

Green flag waved to start the warm up laps. Each runner runs to his machine, puts the engine and start the warm up laps.

For safety reasons, if the machine of a runner can not start, it can be helped, this only after the yellow sign with the inscription "PUSH" in black has been displayed on the flat starting shape.

After a reasonable time, any rider who will not start back to the pits and will start the race delayed from the pit exit after the pack and before the safety car.

As soon as the last runner has passed the exit of the pit lane, the fire pit exit will be green, and any rider waiting in the pit lane will be permitted to join the warm up lap. 30 "Later the fire will be set to red at the exit of the pit lane and will remain until the start of the race.

Any pilot who encounters a problem during the warm up laps may return to the pit lane to repair and start the race from the pit exit.

It will apply one procedure " stop and go 30 seconds "for crews that do not fully participate in both rounds of heats.

Presentation of a panel 1 round after the first round of heats

At the end of two warm up laps red flag + starting grid

H-01' Panel « 1 Minute » + horn

H-30" Panel « 30 seconds » + horn

H-00 DEPARTURE (national flag)

Each runner runs to his motorcycle, alone puts the engine (outside assistance is forbidden) and starts the race.

The pit exit will be opened after the passage of the last competitor.

Article 20 - TRAFFIC SPEED IN THE PIT LANE

Any mechanical intervention or rider change must take place before his "stand".

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

At any stop to "stand" for some reason, the engine must be stopped.

If, during a stop, the rider exceeds the height of his "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. 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). He must completely stop his machine and remain stopped for 30 seconds. He may then rejoin the race.

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 should not interfere in the procedure "stop and go", which is under the control of commissioners.

The location of the stop to take the penalty will be precise during the briefing.

During the penalty stop, the rider can not stop in its stand and will necessarily make a full turn before stopping at it, if he so wishes.

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

Article 22 - CARBURANT - RAVITAILLEMENT

Fuel: The fuel must be of type 95 or 98 unleaded sold for road pumps. No additives are permitted.

Refreshments: During the BOL DE BRONZE race, each crew will have to stop at their "stand" a minimum of three times to change their rider and refuel when necessary. It is not necessary to crutch the bike to proceed to the change of the only riders (except refueling gasoline or any other intervention on the machine), the two riders will be able to exchange the handlebars of the bike, with the express condition that it is physically stopped, and the engine is cut.

Any change of rider, refueling of fuel, water and oil, must be done in front of his "stand" in an area defined by the organization.

Each rider must make a minimum of two relays, under penalty of law.

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.

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. **This material must be presented at scrutineering.**

Refuelling will intervene last of all, after all the other mechanical operations.

To re-fueling, derricks positioned in height are prohibited. However the use of systems "flying" type "Acerbis" will be retained provided that in its mode of operation, Releasing the handle of the derrick allows him to see his fuel flow stop instantly.

The filling of the reservoir by bike can and funnel is prohibited.

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

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

The valves "Zenith" are prohibited on tanks.

During the refueling, the pilot can't stay on his machine. During this operation, an attendant at the fire extinguisher must be present alongside the mothership. The "fireman" and the attendant supply should wear protective clothing (minimum cotton), a hood and an eye protection.

The storage of fuel in the space reserved for each team (3 x 3 m) may not exceed 50 liters (derrick content included).

It is strictly forbidden to smoke in front of the pits and (immediate disqualification of the team).

Pit stop: Only four persons are authorized to work directly on the machine front and stand. If the rider involved in the operations, it will be one of these 4 people.

- The following operations will be performed IN the "stand": wheel change, change brake pads and calipers, tension and lubricate the chain, rapid switch setting or shock or fork, etc. If at some point, it is necessary to start up the engine to carry out a test, the engine will then be stopped before being restarted before the "stand" at the time of his departure.

No other motorcycle (or motor) should be stored in the "stand".

If restart problem, two people are allowed to push the machine, the rider is on the bike. The use of an additional battery is prohibited, and any other means external to the motorcycle.

The machine must be cranked during all these operations and the engine stopped.

Article 23 - OFF RUNWAY

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

Any rider 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 rider returning to his "stand" 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 rider 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 rider 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 rider 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 rider to leave the track outside the pit area.

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

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

Each machine will have to be conducted, in turn, confirmed by both pilots on it and each will have to do two relay on his handlebars during this race.

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 starting procedure started 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. 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 ferme. 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 rider 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).

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 rider.

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 fermé immediately after the finish of the race.

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.

To be ranked, a crew must have completed at least 75% of the distance traveled by the winning crew.

Article 29 - PRIZES AND CUPS

The cups will be distributed on the podium by Larivière Organization at the end of the race.

A scratch classification will reward the first 3 crews.

The 2 riders per rewarded crew will have to be present at the awards ceremony.

PRIME PIRELLI

- 1st : reimbursement of 100% of commitment fees + air package = € 1,950 TTC

- 2nd : refund of 50% of commitment fees + air package = 975 € TTC

- 3rd : reimbursement of 250% of commitment fees + air package = 487.50 € All tax included

These premiums will be paid directly by Pirelli.

A Pirelli cap will be awarded to the first 3 crews and must be worn on the podium.

Article 30 - PROTESTS

All claims must be made and filed with the Clerk of the Course, along with a € 100 deposit. The claim period end position is 30 minutes.

When it leads to compliance monitoring of the machine, it must specify which part of it is disputed, if it requires an engine teardown, it must be accompanied by a deposit of € 300.

It is refundable if the disassembled machine does not comply or paid to the rider forced dismantling if conformity is recognized. In case the claim would result in a major intervention, the claimant will have to stay on the circuit until the checks are completed. If the control requires resources that may be available to scrutineers, resulting in seizure of all or part of the machine, imposes additional costs out of the normal course of an in situ control and the offending machine proving conformity the costs incurred will be borne by the claimant.

Article 31 - VERIFICATION OF ENGINES

In order to remain in the spirit of the Bol d'Argent and to avoid the arms race around modifications not provided for in the regulations, the motors of the first 5 riders in the scratch and in the different challenges will be likely to be All dismantled in principle by federal technical controllers.

Article 32 - APPLICATION OF REGULATION

By engaging the competitor, the head of the team and the riders 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 33 - 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 34 - 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 35 - INSURANCE

By endorsing the entry form, the F.M.N. the rider certifies that the rider 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 36 - 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) reserve (s) reserved (s) to the competitors and the audience 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) does little (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 37 - 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.

ANNEXE I – SPRINT BOL DE BRONZE

PRÉSENTATION

On Saturday, September 21st, a speed race entitled "SPRINT BOL DE BRONZE" lasting 30 minutes (12:25am to 12:55am) will be organized on the circuit of Castellet (configuration 3.8 km).

- This race is reserved for the first 40 crews classified during the Bol of Bronze disputed the day before. The classification of the Bronze Bowl published by the race management being decisive for determining the starting order of this race.
- During this race, each crew must proceed at least with a change of pilot. This change will be in the pit lane. It will not be necessary to crane the motorcycle to proceed to the only change of pilot, on the express condition that no mechanical intervention or refueling is realized at the same time (in this case mandatory balancing) and that the motorcycle is stopped, motor chopped off.
- The start will be given in grid, format speed (pilot on the motorcycle and engine on, departure given to the extinction of the lights)
- The Organization reserves the right to pick up two motorbikes to complete the grid and leave in racing configuration to 42 motorcycles.
- The two recovered riders will start from the last two positions.
- The circuit chosen is the 3 800 meters (same: Bronze Bowl)
- The bikes that will take the start of this SPRINT will necessarily be those that have played the day before the Bronze Bowl. The markings affixed by the technical college at the end of the initial technical control (before the Bronze Bowl) will have to be always present on the bikes taking the departure of the SPRINT.
- The SPRINT Bronze Bowl is a full-fledged race whose ranking does not interfere in any way with the result of the Bronze Bowl (endurance test of two hours played by teams of two riders) which will have been validated the day before.
- After the 30 minutes of racing, the first three scratch riders will be rewarded and will be called to the podium.
- The Organization and the sporting power reserve the right to inspect and dismantle motorcycles engaged in this event (see article: 30 - 31)

APPENDIX - PASSES

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

- 2 full pass for pilots (silver - purple)
- 6 pass team (paddock access, lodges, 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'Argent.

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