



# SUPPLEMENTARY REGULATIONS

## 3/4/5 JUNE 2016

### Article 1: DEFINITION

The Moto Club de Nevers et de la Nièvre, under the auspices of the Fédération Française de Motocyclisme (FFM), together with the SAEM Sportive du Circuit Nevers Magny Cours, will organise the 12 H of MAGNY-COURS on the 3/4/5 June 2016.

The 12 Hours of Nevers Magny-Cours counts towards the European Endurance Cup following regulation FIM Europe 2016 and also for the French Endurance Championship.

The race of the "12 Hours of Nevers Magny-Cours" is an endurance race split into two races of six hours for two or three riders and one motorcycle.  
For the competitors of the French Endurance Championship, each six hour race allows them to score points for the final classification of the Championship. Competitors can race with 2 riders and 1 motorcycle or 2 riders and 2 motorcycles.

There will also be other races for WERC, Protwin and Challenge des Monos.

### Article 2: ORGANISER

Moto Club de Nevers et de la Nièvre  
58000 Saint Eloi  
Tel: 03.86.37.17.43 Mob: 06.10.94.46.95  
President: M. Régis Moreau

### Article 3: CIRCUIT

The length of the circuit of Nevers Magny-Cours is 4.411 km, driven clockwise.  
Plan attached

### Article 4: CATEGORIES ACCEPTED

The following categories will be accepted:

**For the 12H de Magny-Cours:**

Circuit de Nevers Magny-Cours – Technopôle 58470 Magny-Cours – France – SAEMS à direction et  
Conseil de Surveillance au capital de 1 587 825 € - Siret: 411 741 440 00019 – code NAF 9311Z – RCS Nevers 97 B 68



The Organisers will accept a maximum of 68 bikes at scrutineering.

Classes of accepted motorcycles are as follows:

**FORMULA EWC** (Cf. Code FIM Endurance Article 2.6)

**SUPERSTOCK** (Cf. Code FIM Endurance Article 2.7)

**OPEN** 4-stroke up to 1200 cc

**SUPERTWIN**

### **NUMBER OF MOTORCYCLES**

Motorcycles admitted for practice: 57

Motorcycles admitted for the start: 57

Motorcycles selected at the end of practice: 52

Motorcycles recommended by the organiser: 5

### **Other races:**

Promotion Cup 600 Dunlop

Promotion Cup 1000 Dunlop

Coupe de France Roadster Cup April Moto

Trophée de France Twin Cup April Moto

Challenge des Monos

Challenge Protwin

## **Article 5: PRACTICE**

Practice will take place on Friday from 8:30 to midnight, on Saturday from 9:00 to 01:00

Other races:

The capacity of the track is 53 motorcycles for practice and 44 for racing

12H of Magny-Cours:

The capacity of the track is 68 motorcycles for practice and 57 for racing

## **Article 6: COMPETITORS**

12H of Magny-Cours: Riders must hold a valid NCO licence or they must obtain a licence for the event.

## **Article 7: ENTRY FEES**

**12H of Magny-Cours: CIRCUIT DE NEVERS MAGNY COURS**

**Fee €1,800 per team** / €2,000 if entry received after the 10 May

**Other Races:**

[www.werc.fr](http://www.werc.fr)

[www.challengedesmonos.free.fr](http://www.challengedesmonos.free.fr)

[www.challengeprotwin.fr](http://www.challengeprotwin.fr)

## **Article 8: ADMINISTRATION, SIGNING-ON AND SCRUTINEERING**

Signing-on will take place:

Wednesday from 15:00 to 19:00.

Thursday from 07:30 to 12:30 and from 14:00 to 19:00.

Friday from 07:30 to 12:30 and from 14:00 to 19:00.

Scrutineering will take place on Thursday, 4 June, from 09:00 to 12:30 and from 14:00 to 19:00 and on Friday from 08:00 to 12:00 in the SCRUTINEERING AREA of the Circuit for all categories.

All riders must bring their bike and all their equipment, with their race entry confirmation validated by signing-on, to scrutineering at the defined time.

Access to the paddock will be from Wednesday 1st from 10:00 to 20:00.

## **Article 9: TECHNICAL REGULATIONS**

**Other Races:** according to the regulations of the different categories on: [www.werc.fr](http://www.werc.fr)

**12H of Magny-Cours:** According to the 2016 FIM Endurance Championship technical regulations. Motorcycles must be equipped with front lights of a power equivalent to the original light supplied, At the rear, a light of 5w minimum together with a safety light which is free. Both lights must operate at the same time during the night runs.

## **Article 10: BRIEFING**

A briefing will be organized for the 12H of Magny-Cours in the AYRTON SENNA suite on Friday at 19:00. **All riders are required to attend. Any absence will be liable to a stop & go penalty of 30 seconds.**

## **Article 11: PASSES AND COLOUR OF WRISTBANDS AND ARMBANDS**

Each team will receive 9 personnel passes at signing on, 3 rider passes and 3 vehicle passes. Vehicles not showing their pass stuck on the windscreen will be denied access to the paddock.

Each rider must bring their licence with them, and they will be given a wristband and an armband of the same colour at signing on. They must wear these at all times during qualifying practice and the race.

The rider must participate in the practice sessions corresponding to the colour that was assigned to the motorcycle on which the rider has entered. The rider cannot change colour except with the express agreement of the Jury and of the Clerk of the Course. **Non respect of these instructions will result in the disqualification of the team.**

## **Article 12: MODIFICATION OF TEAMS**

The order or the name of the riders participating in the competition may be changed during the administrative checks at signing on.

After the closure of Signing-on and during the qualifying practice sessions, any modification is prohibited. In the case of a Force Majeure, following timed practice, after receiving the decision of the Jury and within a period of 30 minutes after the publication of the results, a team may be modified provided that the replacement rider participated in the qualifying session, has qualified and corresponds to article 6 of this regulation. The replacement will not affect the starting grid endorsed by the Jury.

A rider may not be entered at the same time on more than one bike.

If a rider is unable to start in the second 6 Hours race, the Team manager must notify the organisers and Race Direction of this team modification. This rider may not be replaced. A 3rd and different rider can race in the 2nd race provided that the rider took part in a qualifying session and that the rider has been through the administrative controls at signing-on, and scrutineering.

### **Article 13: TRANSPONDER**

A timing transponder will be given to each team, which must be fixed at all times to the motorcycle on the track during practice and the race.

A (mandatory) mounting bracket will be sold to riders who do not have one. Each motorcycle that is entered must have a transponder bracket.  
cheque will be cashed.

### **Article 14: FUEL**

The petrol used must be unleaded fuel sold at normal commercial petrol pumps.

Bio-Ethanol fuel is also allowed.

During the events, with the exception of the filling rig, fuel must be stored in the team vehicles located to the rear of the pit garages (except in the case of special modification to the regulation due to the infrastructure of the circuit, this rule will be then issued at the Briefing by the Clerk of the Course).

### **Article 15: PADDOCK SPACE**

Each rider will be allocated a space by a Paddock Marshal. The rider is responsible for keeping to this area. Passageways, thoroughfares and safety lanes must be kept free (no vehicle shall park there).

Any failure to respect this rule will result in a punishment ranging from a warning to exclusion from the competition.

Three vehicle passes will be provided so that only these vehicles can access the paddock.

Any degradation or hole in the tarmac may result in the deposit being cashed.

### **Article 16: SAFETY - PADDOCK AREA - PITS & PIT GARAGES - PIT WALL TIMING AREA**

The riders are fully and solely responsible for their equipment.

For the safety of all, it is essential to observe the following basic rules:

#### ***1) Paddock area:***

- All movement in the Paddock must be carried out at very low speed and the wearing of a helmet is compulsory for all motorised two-wheelers.

- Everyone must keep their paddock area clean, using rubbish bags and the tanks for used oil and fluids provided by the circuit. Everyone must follow the instructions of the Paddock Marshals.

- Small children must be accompanied by an adult, those children who use mini motorcycles must wear a helmet.

- All pets must be kept on a lead.

**Any infringement of this article shall be liable to a punishment ranging from a warning to exclusion from the competition.**

#### ***2) Pit Garages, Pit Lane and Pitwall timing area:***

These areas are DANGEROUS; the rules are therefore more stringent for the safety of everyone.

Accessibility to the Pits is the full responsibility of the Team Manager, who must ensure that all safety requirements are respected.

Access to the pit wall for timing is exclusively reserved for the Team Manager, the timekeepers, the pit signallers and the 2<sup>nd</sup> rider (access allowed during the first 3 laps and the last 3 laps of the race to anyone who is part of the team of a competitor).

The Team Manager is the sole person responsible for his team and is the point of contact for the organisers, the Race Direction and the Jury. The Team Manager must ensure that his team respect the regulations.

**- Total smoking ban.**

- No animals, even on a lead.
  - No children under 15 years of age.
  - Storing petrol is prohibited (only a rig or filling system, of 30 L max is permitted).
  - Use of all electrical equipment (cordless drill, compressor, grinder...) in the pit garage within 5 metres of petrol is prohibited.
  - Draining fluids onto the floor is prohibited (use a 5 L min flat container; in case of spills, the garage must be cleaned immediately).
  - Going the wrong way in the pit lane with the motorcycle engine running is totally prohibited.
  - Climbing or sitting on the pit timing wall is prohibited.
  - In the case of the use of a timing chair, no part of its fixings shall protrude over the pit wall.
- Any breach of this article will be liable to a "Stop & Go" penalty of 30 seconds. The Jury may add additional penalties which could go as far as the disqualification of the team.**

### **Article 17: SETTING UP IN PIT GARAGES.**

The pits are available from Wednesday 1st at 10:00 under the full responsibility of the Team Manager who must ensure that all safety regulations are respected.

Each team must have a fire extinguisher close to hand in their pit garage (5 kg for type A.B.C extinguishers and 2 kg for CO<sup>2</sup> extinguishers). No water extinguishers. This extinguisher is in addition to one possibly already available in the pit garage supplied by the circuit.

### **Article 18: QUALIFYING PRACTICE**

Only motorcycles that have passed scrutineering and have been used in qualifying practice may participate in the race (except by prior agreement of the Jury).

Every team has 2 practice sessions of 20 minutes for each of its riders. A rider may only participate in practice in the sessions to which they have been allocated, based on the colour of their Armband and their wristband, and in the following manner:

Each rider must participate in at least one of these qualifying sessions and achieve at least 3 (THREE) laps (a warm-up lap, a timed lap and a lap to return to the pits).

Each rider must achieve a reference time during night practice.

If the team wishes to have the choice for a rider to ride the 1st or the 2nd motorcycle, a reference time is required for each rider on both two bikes.

### **Article 19: QUALIFYING TIME LIMIT**

According to the FFM regulations in force and for the safety of all, each rider must achieve a MAXIMUM qualification time to participate in the race. To attain this qualification limit, each rider must meet one of the following two conditions:

- A rider must achieve at least 3 laps and have achieved in one of these laps a time less or equal to 120% of the average of the first 3 teams on the starting grid for the race for which his team has qualified.

Any rider whose qualifying time is outside this 120% limit has not qualified. The entry fees cannot be refunded for this reason.

Any rider whose night practice time is considered to be dangerous by Race Direction will not be allowed to compete as soon as the 'LIGHT' Panel will be shown.

The starting grid will be determined in accordance with the General rules of the C.N.V.

### **Article 20: STARTING GRID**

Any one of the team riders who has qualified may take the start of the 1st 6 hour race, this being the choice of the team.

First race of 6 hours: A starting grid will be established taking into account the average time of the best times achieved by each rider in qualifying.

- Second race of 6 hours: The starting grid will be established using the results of the first race. For the 2nd race of 6 hours, only a rider who raced in the 1st race may take the start. If one or more teams

have not crossed the finish line of the first race, they will be placed on the back of the grid with reference to their practice time.

The starting grids will be displayed at the end of the meeting of the Jury on the official notice board.

## **Art. 21: START PROCEDURE**

The starting grid will be "Le Mans" type

Refuelling is prohibited on the starting grid.

18:25: 5' board – horn – green light at the pits exit for the formation lap – red flag on the starting grid.

18:26: 4' board – horn

18:27: 3' board – horn

18:28: 2' board – horn

18:29: 1' board – horn

18:30: Pit Lane closed – horn – red light at the pits exit

Teams that have not come out of the pit lane before the pit lane is closed will start their warm-up laps from the exit of the pit lane under the orders of the Marshals; the pit exit light will go green for 30 seconds allowing riders to join the warm-up laps. A 'Stop & Go' penalty of 30 seconds will be applied for non- participation in the formation lap.

Riders encountering a technical problem during the reconnaissance lap can return to the pit lane in order to remedy the problem. In this case the riders as well as those who have not yet joined the starting grid before the pit exit is closed, will be able to take the start of the warm up laps when the pit exit light goes green (after the other competitors have gone past and before the V.I.R. emergency vehicle)

Before the start of the warm up laps:

- 3' board:

Evacuation of the track of all personnel, except one mechanic who will hold the motorcycle. If a problem occurs, the rider must push his motorcycle into the pit lane to work on it. This rider may take the start of the warm up laps from the pit lane.

- 1' board

- 30'' board

- Start of the warm up laps with the green flag on the start line.

Each competitor races to his motorcycle, starts the engine and begins the warm up laps.

For safety reasons, if the motorcycle of a rider does not start, he/she can be given help, but only after the yellow board with the inscription 'PUSH' in black has been shown on the starting platform.

After a reasonable time, any rider who cannot start must return to the pits and take a later start from the pit exit after the other competitors have gone past and before the V.I.R. emergency vehicle.

As soon as the last rider has passed the exit of the pit lane, the pit exit light will turn to green and any rider waiting in the pit lane will be allowed to join the warm up laps. 30 seconds later, the light will be changed to red. This procedure will be repeated after all the competitors have gone past and then will remain red until the start of the race.

Any rider who encounters a problem during the warm up laps may return in the pit lane for repair and then start at the end of pit lane.

**Two 'Stop & Go' penalties will be applied for each warm up lap not completed.**

At the end of the 2 warm up laps, the red flag will be shown and all competitors should reassemble on the grid.

H -3': 3 minutes board - horn

H -1': 1 minute board – horn

H -30'': 30 seconds board – horn

H -00: Start of the race with the national flag located in the middle of the grid facing the riders.

Each competitor races to his motorcycle, starts the engine himself (all external aid is prohibited) and starts the race. The pit exit will be opened after the last competitor has gone past.

## **Article 22: 'STOP & GO' PROCEDURE**

During the race, a rider can be penalised with a Stop & Go procedure. The penalty area will be defined at the briefing for each race. The rider must respect the speed limit in the pit lane and may not stop at his pit during a 'Stop & Go' procedure.

The riders will be notified by the Race Direction, who will present a 'stop' board accompanied by the number of the motorcycle; simultaneously the pit garage will be warned. The rider then has **5 laps** in which to stop.

***If he does not stop, the black flag will then be shown to him, and the rider will not be able to continue.***

If a rider incurs a 'Stop & Go' penalty, the team may have a mechanic in the penalty area to assist their rider, under the control of Race Direction, to start his motorcycle if it stalls. The mechanic must not interfere in the 'Stop & Go' procedure, which is controlled by the Race Direction.

At the end of the penalty, the rider is not allowed to stop at his pit garage and must complete a full lap before stopping there.

**In the event that a penalized rider does not carry out the 'Stop & Go' procedure before the end of the race, a penalty of one minute will be added to his race time.**

If more than one rider is penalised, the signal will be given to the riders to stop during the following laps.

The order of the stops will be based on qualifying times, the fastest rider stopping first.

## **Article 23: PIT STOPS**

**IT IS STRICTLY FORBIDDEN TO SMOKE IN THE PIT GARAGES AND IN THE PIT LANE.**

Any mechanical intervention or change of rider must be carried out in front of his pit garage.

Any competitor wishing to stop at his pit must use the full length of the pit entry and deceleration lane.

In the pit area, the mechanics can help the rider to push his bike if necessary.

If during a pit stop the rider drives past his pit, up to the end of the deceleration lane, he can come back the wrong way up the pit lane, with the engine stopped.

When a competitor uses the deceleration lane to join or leave his pit, he must drive at a reduced speed of 60 Kph. Speeding in the pits will be penalized by a 'Stop & Go' penalty of 30 seconds during the race, withdrawal of the best time and/or a fine of €75.

The following operations are authorised in front of the pit garage (on the pit lane) during the stop:

- wheel changes,
- brake pad and caliper changes,
- oil and water top up,
- lubrication- and chain tension,
- quick adjustment of the rear shock absorber and of the fork,
- cleaning screen,
- petrol refuelling,

**All this is allowed if this comes before petrol refuelling.**

**Cleaning of the screen is allowed after petrol refuelling.**

Only four accredited personnel can work simultaneously on the motorcycle In front of the pit garage. If the rider participates in the intervention, he will be included in these four people.

For all repairs and operations other than those mentioned above, the motorcycle must be inside the pit garage. Inside the garage, the number of helpers is free.

If it is necessary to start the engine for a test or adjustment, the engine must then be stopped before the motorcycle exits the garage.

To restart, two mechanics are allowed to push the motorcycle, the rider being on the bike until they reach the last pit garage, where the rider goes out alone onto the track.

The use of an additional starter battery is prohibited as well as any other mechanical or electrical method external to the motorcycle.

## **Article 24: REFUELING**

**Petrol refuelling can only be carried out using a derrick system (Zenith or Acerbis)**

**The use of open containers and funnels is prohibited.**

The capacity of the derrick shall not exceed 30 litres. The filler tank must be covered with the vent hole facing downwards, only allowing gravity to fill the reservoir.

To fill the quick-fill system, only hand pumps are allowed, excluding all electric pumps or pneumatic systems.

Any derrick installation which does not meet safety regulations will have to be dismantled.

The refuelling operations must be carried out after all maintenance operations, the rider may stay on the motorcycle during the refuelling operations.

During refuelling in the pits, the engine must be turned off and the motorcycle placed on a stand. Personnel assigned to refuelling and to ensure fire safety (6kg minimum extinguisher of ABC powder or carbon dioxide) should be fully equipped with clothes that have a minimum risk of fire (cotton for example), plus thick protective gloves, a helmet with closed visor or a cotton balaclava with protective goggles.

Refuelling is forbidden in the pit garage.

During refuelling no intervention may take place on the motorcycle.

In the event of change of fuel tank, it must be installed empty of all fuel and filling will be outside and in front of the pit garage.

After refuelling or repair, the pit and the refuelling area must remain clean, brushed and uncluttered.

**ALL MANIPULATION OF PETROL MUST BE MADE IN FRONT OF THE PIT GARAGE.**

## **Article 25: RACE CONDUCT**

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

If a rider uses an escape road, he must comply with the instructions of the Marshals.

If Race Direction informs a motorcycle that he must stop (stationary black flag or board & number of the motorcycle), the rider must stop at his pit within the following 5 laps. Failure to do this will incur a "Stop & Go" penalty, or even exclusion.

If a Flag Marshal shows the black flag with the orange circle to a motorcycle, he must stop immediately at the next Marshal's Post.

Any overtaking under yellow flags during practice will result in the fastest time of the rider concerned being disallowed.

Any overtaking under yellow flags during the race will be sanctioned with a 'Stop & Go' penalty of 30 seconds.

## **Article 26: ABANDON**

A competitor not wishing or unable to continue the race must notify their abandon, by the Team Manager, to Race Direction as quickly as possible.

If a rider voluntarily moves more than 10 metres from his motorcycle, it will be considered that he has abandoned the race and will be disqualified (exception: see article 28).

Any team that closes the front of its pit garage during the race or leaves its garage empty for more than 10 minutes, will be considered as having abandoned the race.

## **Article 27: STOPPING ON THE TRACK**

It is recalled that a rider may not move away of his own accord more than 10 meters from his motorcycle if he stops on the circuit, under penalty of exclusion. In particular he cannot return to his pit to seek help, parts or tools.

It is forbidden for a rider who has stopped for whatever reason, to drive or to push his motorcycle in the opposite direction to the race.



Any rider who has broken down on the circuit may only carry out repairs with the equipment on board the motorcycle.

Any rider receiving assistance whatsoever (including the Marshals) will be out of the race, unless this aid is given for safety reasons.

In the case of a fall, if a rider has to be evacuated to the medical centre, he may, after approval from the race doctor, rejoin his motorcycle, He must at all times be accompanied by an official. He must return to the track where he left it.

If the rider cannot resume the race for medical reasons, the Clerk of the Course may authorise the second rider of the team to pick up the bike (or transponder if the team is racing "the American" way) and continue the race. The Jury will be the sole judge of this action.

In the case of a breakdown on the circuit during the race, competitors will be able to use the safety roads defined by the Clerk of the Course at the briefing, to return to their pit, depending on the location of the motorcycle on the circuit at the time of the breakdown.

However, competitors must respect the following conditions:

- obey the instructions of the Marshals
- Not receive any outside help during their return to the pits
- Keep all their equipment with them up to the time that they reach a protected area.
- Any rider returning to his pit by other means than those specified will be immediately disqualified from the race as well as his team.

The return to the pits will be carried out under the permanent control of one or more Marshals.

The rider that has broken down must push his motorcycle to the next nearest exit, in the direction of the race.

In no case may he travel in the opposite direction, under penalty of exclusion.

If a motorcycle breaks down in front of the pits, the rider may, under the direction of a Marshal, enter by the pit lane exit, and go back up the pit lane the wrong way, pushing his motorcycle, engine stopped, back to his pit.

## **Article 28: RACE NEUTRALISATION OR RED FLAG**

### **Neutralisation:**

In the event that during the race, an incident or the atmospheric conditions render the normal continuation of the race impossible, the Clerk of the Course may decide to neutralize the race by bringing one or more Safety- Cars, showing their red flashing lights, onto the track.

All Marshals' posts will show the SC board together with a waved yellow flag.

The riders must slow down and fall in line behind the safety car, in single file without overtaking. Any overtaking of the Safety- Car or another competitor will be liable to a 'Stop & Go' penalty.

Riders may return to the pits, but must wait for the next passage of the Safety- Car to return to the track. The pit exit will be opened 15 seconds after the Safety- Car has passed the point level with the pit exit light and will remain open for 10 seconds.

Each lap behind the Safety- Car will be counted towards race distance.

When Race Direction decides to restart the race, the Safety- Car(s) will turn off their red revolving lights as soon as they pass in front of their respective waiting area, and then return to their respective waiting area at the end of that lap. The race will then be restarted. The pit exit will be opened 15 seconds after the first competitor of the group which followed the safety- car, that has now gone in, has gone past.

### **Stopping a race (Red Flag):**

If the race has to be stopped (red flag) by the Clerk of the Course, all of the motorcycles must go to Parc Fermé (defined in the briefing) including any motorcycles that have stopped in the pits, any intervention being immediately prohibited.

If it is possible to resume the normal running of the race, a restart may be given. The restart will be in the order of the classification at the end of the last complete lap before the interruption of the race.

Riders are allowed to refuel and change their wheels in front of their pit garage in the 5 minutes following the opening of the pit lane for the warm-up lap.

Only riders still in the race will be allowed to take the restart.

In the case where the event takes place in several parts, the overall classification will be calculated by the addition of the laps in each part and the winner would be the team having covered the largest number of laps. In the case of an equal number of laps, the addition of the times achieved in each part will come into consideration. If more than 75% of the length of the race was covered before the race was stopped resulting in using Parc Fermé, the competition will be considered as having been completed. The classification will be made using the positions at the end of the last complete lap before the race was stopped.

### **Article 29: THE FINISH**

At the end of the time allowed for the race, or the scheduled time in the case of race neutralization, the leading rider will be shown the chequered flag at the finish line; the flag will continue to be shown to the following riders.

*At the end of the race all motorcycles will be placed in Parc Fermé and cannot be removed without the permission of the Jury.*

### **Article 30: CLASSIFICATION**

To be classified, a team must:

- Have crossed the finish line, on the track, within 5 minutes of the winner crossing the line.
- Have covered at least 75% of the distance covered by the winning team of their corresponding class.

In the event of a premature end to the race, the classification will be established as provided for in article 28. The classification will be established according to the number of laps covered by each team, the team having covered the most laps being ranked first and so forth.

If several teams have completed the same number of laps, the rider who crossed the finish line at the head of this group will be classed as first in this group.

All motorcycles that are classified must be placed in Parc Fermé immediately after the finish.

### **Article 31: POINTS ATTRIBUTION – FINAL CLASSIFICATION**

The following points will be awarded for each race:

1st: 30 points	2nd: 24 points	3rd: 21 points	4th: 19 points
5th: 17 points	6th: 15 points	7th: 14 points	8th: 13 points
9th: 12 points	10th: 11 points	11th: 10 points	12th: 9 points
13th: 8 points	14th: 7 points	15th: 6 points	16th: 5 points
17th: 4 points	18th: 3 points	19th: 2 points	20th: 1 point

Allocation of points will be only given on the SCRATCH classification.

A podium awards ceremony will be held at the end of each race by category.

A podium awards ceremony will be held with the combination of both races by category.

The podium ceremony will only be held if there are 5 motorcycles at the start.

A classification will be established for the Championship of France following the FFM regulations.

### **Article 32: MEDICAL CONTROL**

A medical doctor may examine the competitors before the start of each event; he must remain available to the Clerk of the Course.

A competitor refusing this test will be excluded from the event. As a reminder, alcohol level must be zero.

### **Article 33: WAIVING ALL RECOURSE AGAINST SPORTING AUTHORITIES**

Independently of the requirements of the Sporting Code of the FFM, the teams and the riders, because of their participation in this event, renounce all claims against the organiser, their officials, their representatives or agents, either by arbitration, or in the courts, or in any other manner not foreseen by the Sporting Code of the FFM.

### **Article 34: JURISDICTION**

The event takes place in accordance with the Sporting Code of the FFM, the requirements of CCR / FFM, and these Supplementary Regulations.

All cases not provided for in the FFM regulations and these Supplementary Regulations shall be settled by the Jury of the event concerned.

The results will be displayed at the info point at the entrance to race control on the paddock side.

### **Article 35: PROTESTS**

All points not covered by these regulations or all interpretations thereof shall be settled by the Jury according to the requirements of the Sporting Code of the FFM and its appendices.

All protests must be submitted in accordance with article 8 of the General Rules for Speed Events.

### **Article 36 - APPLICATION OF THE RULES**

By accepting to take part, the competitor, the team manager and the riders declare that they are fully aware of these regulations and that they undertake to comply with the regulations as well as with all the decisions of the officials.

All points not covered by these regulations or all interpretations thereof shall be settled by the Jury based on the requirements of the Sporting Code of the FFM and its appendices.

### **Article 37: VISA – INSURANCE**

Competition n°217, current visa of the FFM.

A certificate of insurance covering the guarantees provided for in the Decree n° 2006-554 of 16 May 2006 in accordance with the Act of 27 October 2006, up to €6,100,000 for personal injuries and €500,000 for property damage was purchased from: GRAS SAVOYE.

### **Article 38: RESPONSABILITIES**

Competitors are reminded that their equipment and their motorcycles are under their responsibility during the whole event. They must be constantly vigilant and shall in no case invoke the liability of the organising club in the case of theft or damage.

They are also reminded that Teams are responsible for the good behaviour of every person accompanying them. Any bad behaviour will be punished by the Race Direction, and a penalty for this infringement will be given to the motorcycle of the team concerned.

### **Article 39: OFFICIALS**

Clerk of the Course

Assistant Clerk of the Course

Assistant Clerk of the Course

Assistant Clerk of the Course

M Jean Luc GILARD

M Jacques LEMAITRE

M Michel MARILLIER

M Claudine GUERIN

Chief Scrutineer  
Scrutineers

M Edmond LEDOYEN  
M Jean Marc BLONDE  
M René Guy CORDA  
M Jacky MARONNAT  
M Jean Michel LYONNARD  
M Christophe COQUARD  
M Jean François BUFFENOIR

President of the FIM Jury  
President of the FFM Jury  
Stewards

M Martin HEJDUK  
M Nicole FUENTES  
M Patrick BERGER  
M Armand GRAMMONT

Secretary to the Jury

M Pierre Etienne GAZE

Chief Timekeeper

M FFM

Transpondeurs

M FFM

Chief Medical Officer

Dr Richard LENEUF

Track Safety Manager  
Chief Marshal

M Philippe DECHARNE  
M Francis DURAND

President of the M C de Nevers et de la Nièvre  
President of the SAEMC  
Logistics Manager

M Régis MOREAU  
M Serge SAULNIER  
M Gérald LECOINTE

Visas

MC NEVERS

LMR BOURGOGNE

F.F.M

