



2018 ENDURANCE REGULATIONS

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These class regulations are in addition to the National Sporting Code and Standing Regulations of the ACU and the No Limits Racing Supplementary Regulations, Championship Conditions, Technical Regulations and any other Final Instruction issued or Official Announcements made.

1. Machines

All Machines must comply with ACU open class standing regulations and must adhere to the No Limits Racing (NLR) Endurance Technical Regulations.

Machines that comply with any of the 2018 No Limits sprint racing classes will automatically be eligible for the endurance Championship.

2. Eligibility

a. Rider Eligibility

Riders must be members of No Limits Racing to enter the Championships. Membership is £30 annually or £10 per meeting. Riders must hold a valid ACU, SACU licence or European FMN Licence (subject to production of written start permission and proof of Insurance to FIM minimum standards). The Clerk of the Course or their representative is the final arbiter regarding rider eligibility and acceptance.

b. Team Eligibility

Teams must consist of 2, 3 or 4 riders with either 1 bike per team (SOLO) or 1 bike per rider (TAG). All teams will be eligible for points, trophies and event prizes. Each team may use a maximum of 8 riders during the season. Each team should nominate a Team Manager to be the point of contact for the team.

3. Classes

a. Club 600 & 1000

Eligibility for the Club Endurance Championship will be restricted to ACU and SACU novice/intermediate novice and clubman licence holders only, on entry into the championship during the 2018 season.

b. ACU National 600 & 1000

Eligibility for the ACU National Endurance Championship is open to all ACU & SACU licence holders or European FMN Licence Holders (subject to production of written start permission and proof of Insurance to FIM minimum standards).

In the event a team comprising of a mixture of licences and

4. Tyres

All machines must run Pirelli or Metzeler branded tyres only. Any Team using any other brand of tyre will be penalised:

During Qualifying: Must start race from the back of the grid

During Race: Exclusion from race results

5. Practice and Qualifying

Prior to the event riders will be allocated a rider number (1, 2, 3 or 4) and must qualify during the relevant session.

Dry Qualifying

The grid will be determined by the fastest lap time of each rider divided by the number of riders within the team, each rider will be allocated a session from the timetable, if a rider fails to take part in qualifying, a lap time equivalent to 150% of the fastest lap time from the same session will be awarded to the rider as way of a penalty Armbands of different colours will be issued to each rider for the purpose of identification. These must be worn

around the arm nearest to the pit wall at all times.

Wet Qualifying

If the track is wet or rain is forecast (using Meteo Group weather forecast) for anytime during the scheduled qualifying or if time constraints dictate, the Clerk of the Course will declare wet qualifying on the timing screens and over the tannoy at least 15 minutes prior to the scheduled start time. Wet qualifying will be a 40 minute continuous session where teams can send riders in any order, a maximum of one rider may be on circuit at a time and the qualifying result will be in the order of the fastest lap time completed by the team.

6. Race Start Procedure

- Pit lane opens 10 minutes before the race start time and remains open for 5 minutes only.
- The team member holding the bike for the start must make their way to the grid as directed by the start line officials.
- During the 5 minutes, riders are permitted to pass through the pit lane, but must make sure that they exit the pit lane before it closes.
- On arrival at the grid the rider should line up at a 45 degree angle against the white line adjacent to their respective grid marker.
- The pit lane will close and a 3 minute board will be shown to the grid, indicating to riders that the warm up lap will start in 3 minutes.
- A 1 minute board will be shown indicating to riders that the warm up lap will start in 1 minute.
- A green flag will be shown to start the warm up lap. Riders should proceed on the warm up lap in the grid order. Riders should wait for the grid position prior to them to go before they leave. If the rider has a problem on the grid, they must raise their hand. At the end of the lap riders will return to the grid.
- Upon returning to the grid the rider should line up at a 45 degree angle against the white line adjacent to their respective grid marker. The engine must be switched off. The team member will stand behind the bike and hold the bike while the rider proceeds quickly across the circuit to the start position. Any rider intentionally delaying the start of the race will be penalised.
- The rider must stand behind the white line opposite his/her machine.
- Once all riders are behind the white line, the official with the red flag will leave the front of the grid
- The red lights will go on and will remain on for up to 5 seconds or the national flag will be raised.
- When the red light goes off or the national flag is lowered, the rider must run to the bike, get on it, start it and start the race. The method of start (Lights or Flag) will be confirmed in the final instructions and at the riders briefing.
- Following the start, the team member must clear the grid immediately.
- Any team whose machine will not start must wait until the starter displays a board bearing the word "PUSH" before assisting the rider to start the machine.

N.B. The start procedure may be accelerated by the Clerk of the Course without prior notice at any time; however the order of the procedure will remain the same.

7. Definitions

a. Definition of Pit Lane

Pit Lane is defined by a white line at the entrance with a 60 kph speed limit board (60 in a red circle) and by a white line at the exit with a 60 kph de-restriction board (60 in a red circle with a red line through it.)

b. Definition of Riding Time

From the point the rider enters the circuit to the point the rider leaves the circuit. This is at the point the rider passes the white line at pit exit with a 60 kph de-restriction board (60 in a red circle with a red line through it.) to the point the rider passes the white line at pit entry with a 60 kph speed limit board (60 in a red circle).

c. Definition of Competing

- On circuit; with one rider in contact with their machine

Or

- Completing a rider change in pit lane, with the previous rider having entered via the pit lane entrance.

Or

- Returning to the pit lane with a transponder following an incident, with the required number of team members and machines remaining that would enable them to continue.

Exception: If the race is stopped due to track contamination or suspected contamination from a machine that can be identified, that team will not have been judged to have been competing at the time of the interruption.

d. Definition of Team Manager (MAY BE A RIDER)

The Team Manager is the person responsible for ensuring that all entries are completed in a timely manner and in any case before the closing date for the event. The Team Manager is the team's official point of contact prior to the event, will be issued with all accreditation for the team for each event and should be available during the event for any matters relating to the team.

8. Riding Times

Minimum Riding Times

Riders must complete a minimum of:

3hr or less	30 Minutes
More than 3hr	60 Minutes

In the event that the race is stopped prior to the scheduled finish and not restarted or suspended for a total period in excess of 20 minutes, the minimum riding times will be removed; this will be published on the timing screens and on the bottom of any interim classifications and the final race results.

9. Rider changes

Riders may only change on the apron outside the pit garage.

10. Pit Stops

Pit stops must be performed as per the regulations below. Only the team personnel holding the appropriate credentials are permitted in the working area in front of their pit box. Pit stops will only be accepted when this procedure is followed and this will be strictly monitored.

SOLO

- Rider enters pits and observes the pit lane speed limit of 60 KPH.
- On arriving at your pit area, the bikes engine must be switched off.
- The machine is put onto a paddock stand and the rider gets off before refuelling begins.
- When refuelling is complete, the new rider gets on the machine, the paddock stand is removed and the engine is started.
- The rider pulls away safely and observes the pit lane speed limit of 60 KPH.

TAG

- Rider enters pits and observes the pit lane speed limit of 60 KPH.
- On arriving at your pit area, the bikes engine must be switched off.
- The transponder is removed from the machine that has just entered the pits and fitted securely to the other machine.
- The rider pulls away safely and observes the pit lane speed limit of 60 KPH.

11. Refuelling

No open fires in the pit boxes are allowed at any time. Before refuelling the machine must be switched off, put on a stand and the rider must dismount. From the beginning of the official practices, each team must appoint one person for fire safety; all personnel concerned with the refuelling including the person responsible for the fire extinguisher must wear eye protection and suitable fire-retardant clothing or one piece leathers. This person must be equipped with a reliable extinguisher for fuel fires and is strictly obliged to be present at all refuelling operations. This procedure is applicable during the practices and the race. Fuel containers must be indelibly marked PETROLEUM SPIRIT – HIGHLY FLAMMABLE, inspections of garages will take place throughout the meeting and penalties will be applied if the container does not meet with the above requirements. A maximum of 25litres of fuel may be stored within each garage unless the final instructions for the event state otherwise.

a. SOLO (1 bike format)

NLR recommend that the original fuel tank cap be replaced to accommodate a 'quick-fill' type fuel valve. The new fuel tank cap must have no more openings than that of the homologated machine. The refuelling system must be portable. Other refuelling systems such as ATL or Acerbis are allowed providing they are leak proof. During the refuelling operations, the rider cannot stay on the machine and all other operations must cease. The machine may be fuelled in the pit box or garage using any means including cans and funnel. Fuelling in the pit lane may only be done with quick release fuel systems as described.

b. TAG (2/3/4 bike format)

Quick fill fuel systems may be used in TAG Endurance formats. Refuelling is not allowed in pit lane, all refuelling must take place within the teams allocated pit box, paddock area or awning. Motorcycles must carry sufficient fuel to complete the allocated riders session. Machines must be on a rear paddock stand during refuelling.

12. Race Neutralisation

Safety Car

The Safety Car may be deployed at any time in front of the leader under the direction of Race Control.

All riders are expected to understand the following procedure:

- Safety Car Flags (Red Flag with White Diagonal Cross) will be displayed at all marshal posts.
- From this point there is NO OVERTAKING PERMITTED and Pit Lane Exit will be closed
- At various points around the circuit, a number board will display the number of the current leader of the race. If the race leader is in pit lane, the number will be that of the highest position out on circuit who will adopt the status of race leader for this safety car period. This rider must then set the pace for riders behind and slow down, allowing a gap to form in front.
- Race Control will deploy the safety car in front of the leader or highest positioned machine out on circuit, should it be deemed necessary by the Clerk Of The Course, the car may be deployed at the earliest convenient moment.
- The Safety Car will enter the circuit with RED ROOF LIGHTS FLASHING. An Intervention Vehicle may be deployed ahead of the safety car.
- The riders catching the Safety Car will line up in single file behind, without overtaking it.
- The Safety Car will also be equipped with green lights. If the green lights are switched on, then the rider immediately following the Safety Car is authorised to pass it.
- This procedure may be repeated with the objective of ensuring that before the end of the intervention period it is the race leader (number displayed on number boards around the circuit) that is immediately following the Safety Car.
- Any rider authorised to pass the safety car must do so at restricted speed and then continue around the

circuit with caution to take up his/her position at the end of the queue of riders following the Safety Car fully respecting any flag signals and mindful that an incident clearance will be in progress around the circuit.

- Riders that are in pit lane when the Safety Car is deployed or that enter during the safety car period, will be held in single file at pit exit until after the last rider has passed the pit lane exit. The pit lane will be opened for 10 seconds. The pit exit will then be closed until after the last rider has passed the pit lane exit on the next lap.
- Once the incident has been dealt with, Race Control will instruct the safety car to switch off the roof lights, indicating to riders that the Safety Car will leave the circuit at the end of the current lap. All marshal points showing the safety car flag will, in addition, show a board with the number "0".
- The Safety Car will enter the pit lane and a WAVED GREEN FLAG will be shown at the finish line and the race resumes. There is NO OVERTAKING permitted until you have passed the green flag.

13. Interruption of a race

If less than 3 laps of the race has been completed then the race will be subject to a full restart with a 5 minute countdown to the pit lane opening (see 12.3).

If 3 laps or more has been completed then the race will be suspended. The race time will continue to elapse.

a. Red Flag

- In the event that the race has to be interrupted, a RED FLAG will be displayed at all marshal posts.
- Riders must slow down, be prepared to stop and return to the pits or as instructed by the marshals.
- Any team with all machines in pit lane at the time of the red flag being displayed must ensure that the machine to be used for the restart is on the garage apron and cease all work immediately on that machine.
- Upon arrival in pit lane, riders must stop in the fast lane next to the pit wall as instructed by officials in single file in the order of arrival to pit lane.
- Machines will be placed in the order they appeared on the timing screen at the point the red flags were shown and instructed to ride to pit exit to line up in single file.
- Upon arrival at pit exit, engines must be switched off and the machine may be put onto paddock stands. No work may be carried out on the machine and no refuelling may take place. However tyre warmers may be applied to the machine, generators or power from the garages is not permitted.

b. Restart if 3 laps or more has been completed

- The race will be restarted under Safety Car conditions.
- A 1 minute board will be displayed to the pit lane. Tyre warmers must be removed at this point and machines taken off stands.
- The safety car will enter the circuit with RED ROOF LIGHTS FLASHING. Riders must follow the Safety Car in order on to the circuit. NO OVERTAKING.
- The safety car will complete a minimum of 2 laps.
- Race Control will instruct the safety car to switch off the roof lights, indicating to riders that the Safety Car will leave the circuit at the end of the current lap.
- The Safety Car will enter the pit lane and a WAVED GREEN FLAG will be shown at the finish line and the race resumes. There is NO OVERTAKING permitted until you have passed the green flag.

c. Restart if less than 3 laps of the race has been completed

- Pit lane opens for 1 minute only.
- The team member holding the bike for the start must make their way to the grid as directed by the start line officials.
- Pit Lane Entry is CLOSED
- On arrival at the grid the rider should line up at a 45 degree angle against the pit wall with the back wheel against the wall adjacent to their respective grid marker.

- The pit lane will close
- At the point the last rider arrives at the grid a 30 second board will be shown. Indicating to riders that the warm up lap will start in 30 seconds.
- A green flag will be shown to start the warm up lap. The standard start procedure will then apply.

d. The race cannot be restarted

- In the event that the race has to be interrupted and cannot be restarted, teams will only be classified if they were competing at the time the red flags were displayed.

14. Rider Identification

Each rider will be given 1 coloured armband each. The rider must wear these at all times while on the bike or in pit lane. Riders must not swap these arm bands under any circumstances.

15. Team conversion

TAG to SOLO or TAG to TAG (with fewer bikes than riders)

Teams who start the race as a TAG (2/3/4 bike team) may, under certain circumstances reduce the number of bikes within the team. The change is permitted for the following reasons only.

- The machine cannot be repaired before the end of the race.
- The machine is not recoverable.
- Rider declared unfit by CMO and minimum riding times cannot be completed.

The Clerk of the Course must be notified of a conversion from the original format within 30 minutes of the incident that caused the need for conversion. Failure to notify the clerk of the course within 30 minutes will result in a 2 minute stop and go penalty. To notify the Clerk of the Course, a form is available from Race Administration or Race Control which must be completed by the crew chief of the team and taken to Race Control.

Teams are NOT permitted to add riders to a team after 30 minutes before the published start time of qualifying.

16. Penalty Procedure

- The clerk of the course or his/her representative will notify your team's crew chief of a penalty, the reason for the penalty and its duration. This information will also be published on the timing screens.
- The rider will be shown a yellow board with their number in black at the finish line.
- The rider must come into the pit lane observing the pit lane speed limit.
- Proceed to the penalty box where an official will time the rider.
- No rider change overs or work can be done on the bike; the penalty cannot be taken under safety car conditions.
- The rider is responsible for ensuring the penalty is served within 5 laps of the board being displayed. If the rider does not pit within 5 laps, then the rider will be shown a black flag and the penalty will be applied with the addition of a further 60 seconds to the penalty time.
- Once the penalty is completed the same rider must continue.
- If less than 20 minutes of the race remains the penalty board will not be shown and a time or lap penalty will be added to the results.
- If the race is interrupted prior to the penalty being served and, if there is a second part the rider will be required to serve the penalty after the start of the second part of the race.

17. End Of A Race

- At the completion of the designated duration of the race, the leading rider will be shown the chequered flag at the finish line. The chequered flag will continue to be displayed to the subsequent riders.
- If the leading rider does not cross the finish line within 3 minutes then the second rider on the provisional classification will be shown the chequered flag.
- At the completion of the designated duration of the race, the pit lane exit will be closed.

- After the rider has taken the chequered flag, they must proceed to Pit Lane, where Parc Ferme will take place
- outside the garages.
- All machines must attend Parc Ferme.
- Parc Ferme can take up to 30 minutes before the bikes are released.
- Return any hired transponder to the admin office within 30 minutes after the end of the race and return any armbands.

18. Race Results

To be counted as a finisher in the race and be included in the results a team must have:

- Completed 75% of the number of laps carried out by the winner of his/her class.
- Cross the finish line on the race track (not in the pit lane) after the race winner.

19. Points System

Trophies will be awarded to the first three finishers in each class per race subject to the number of entries received.

Points per race will also be awarded to create a season championship- 1st 25, 2nd 20, 3rd 16, 4th 13, 5th 11, 6th 10, 7th 9, 8th 8, 9th 7, 10th 6, 11th 5, 12th 4, 13th 3, 14th 2, 15th 1.