



# CHAMPIONSHIP CONDITIONS

## ENDURANCE

## MOTOGRADE



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## CHAMPIONSHIP CONDITIONS

These regulations are additional to the ACU Standing Regulations as laid out in the ACU Handbook.

### **1 ANNOUNCEMENT**

The Hottrax Motorsport Championships are a series of sprint races with grid starts and 3 Endurance Team races with Le Mans starts.

The Championships consist of the Hottrax Endurance, MotoGrande and Michelin Power Cup. The machines are based on recent or current production motorcycles and available to the public through the normal commercial channels of the constructor/manufacturer.

These Championship Conditions spell out the general conditions and reference should be made to the Technical Regulations contained in separate documents.

### **2. ENTRIES AND PAYMENTS**

#### **2.1 Entries**

Teams and riders must be members of the Hottrax Motorsport Racing Club to participate in the race or practice. Membership forms are available on request from the web site. Annual membership is £30. One event only memberships may be available at £15 per event. Team and Rider Registration is available at £75, this secures a permanent race series number, priority garage / pit allocation and entry (subject to event entry fees being received on time). Michelin Power Cup registration is £350 and you will receive a welcome 'Power Pack' worth around £700 in addition to other benefits. It is non refundable. Members will be emailed notifications of Entry Forms and Supplementary Regulations for downloading from the web site. The entry form should be returned before the closing date for the event along with full payment by cheque made payable to Hottrax Motorsport Racing Club Ltd. Passes and further information will be sent out before the actual event and in good time. Other entry conditions will be detailed in the supplementary regulations and entry forms.

Entries received after the closing date will attract a surcharge of £20 in all cases.

#### **2.2 Cancellations**

In the event that you wish to cancel your race entry before 7 days prior to the event you will be entitled to a credit note less 15% for administration costs. The credit note is valid until the end of 2010. Cancellation within 7 days of the event will result in the loss of the complete amount and no refunds or credit notes will be issued.

#### **2.3 Oversubscription**

If the event is over subscribed then the last teams to enter will be put onto reserve list and held in pit lane for 30 minutes. If other teams fail to arrive at the pit lane in time then the reserves will be allowed to race. If the reserves fail to make the event then a credit note will be given less 15% for administration and insurance costs.

#### **2.4 Payments**

Payments can be made by cheque, debit card or credit card. If using a credit card then a 3% fee is added to the total amount. There are no extra charges for paying by cheque or debit card.

### **3. REGULATIONS**

#### **3.1 Classes and eligibility**

##### **ALL CLASSES**

All riders and competitors must be members of HOTTRAX MOTORSPORT.

Minimum licence requirement – ACU Clubman, SACU Qualifiers Licence or an FIM International Licence.

Overseas Riders (incl. Ireland) must be in possession of an FIM International Licence or a European "A" licence and have "start permission" from their FMN to include personal accident insurance and repatriation insurance. Hottrax Motorsport will not be held responsible for repatriation.

#### **3.2 Endurance**

A Tag Endurance class will run with the National Endurance.

Please see the relevant technical regulations for Endurance, MotoGrande and Michelin Power Cup for class details.

**3.3 Teams / Riders** may enter for individual events but preference will be given to Teams / Riders registering for the Championships.

#### **4 CHAMPIONSHIP ROUNDS**

The 2010 Junior TAG and National Endurance Championships will be held over 7 rounds  
The 2010 Michelin Power Cup and MotoGrande Championships will be held over 6 rounds

#### **4.1 POINTS & AWARDS (Points for all Championships)**

Class Points/Team- 1<sup>st</sup> 25, 2<sup>nd</sup> 20, 3<sup>rd</sup> 16, 4<sup>th</sup> 13, 5<sup>th</sup> 11, 6<sup>th</sup> 10, 7<sup>th</sup> 9, 8<sup>th</sup> 8, 9<sup>th</sup> 7, 10<sup>th</sup> 6, 11<sup>th</sup> 5, 12<sup>th</sup> 4, 13<sup>th</sup> 3, 14<sup>th</sup> 2, 15<sup>th</sup> 1.

Trophy to top three teams in each class

In the event of a tie the position will be decided by most wins, if still tied it will be decided by most 2<sup>nd</sup>, and so on until the tied teams are separated.

Championship awards will be presented at the Annual Awards Dinner in 2011.

#### **5 TEAM COMPOSITION (Endurance Only)**

National - One motorcycle ridden by a team made up of 2/3 riders or 2 motorcycles ridden by a team made up of 2 riders.

Junior - 2 motorcycles ridden by a team made up of 2 riders.

National teams are allowed a maximum pit lane support crew of 4 mechanics, 1 timekeeper and 1 signaller, all other teams are allowed a maximum pit lane support crew of 1 mechanic, 1 timekeeper and 1 signaller. Other team members will not be allowed Pit Lane / Pit Wall access.

#### **6 BRIEFINGS (Endurance Only)**

Team Managers and riders must attend compulsory briefings on day one of each event. Dates and times will be indicated in the Final Instructions for each event. Failure to attend the briefings will result in the disqualification of the rider or the team.

#### **7 TIMING & RESULTS SERVICE**

HOTTRAX MOTORSPORT will arrange for a Timing and Results service. Where possible a visual display will be provided. When available, monitors can be hired from the timekeepers (cost to be advised).

#### **8 TRANSPONDERS**

All competitors will be required to fit an AMB Transx260 Transponder (or equivalent) to their motorcycles for the purpose of accurate timing. They will be required to purchase or hire the transponder as a condition of entry. Competitors may be charged for the repair or replacement of Transponders and/or holders due to accident damage, loss or misuse at any time during the season. Transponders owned by the team may be used at no extra cost.

Transponder hire is £20 for a meeting and a bracket is available to purchase at £8 each. These are available at the circuit. Transponders must be fitted in the approved manor using the correct brackets for the transponder supplied.

No other electronic timing equipment may be placed within 5 metres of the Start / Finish line at any event. Any unofficial equipment placed within this area will be removed.

#### **9 EVENT AND RACE PROCEDURES**

##### **9.1 TECHNICAL INSPECTION**

All machines and riders must be presented at TECHNICAL INSPECTION at the pre-determined time. Teams may present more than one motorcycle and riders must be in full racewear. All riders must sign on immediately after Technical Inspection.

##### **9.2 QUALIFICATION**

Grid positions will be decided by qualifying practice and will be calculated from the fastest time of a team riders or individual riders best qualifying lap.

##### **9.3 ENDURANCE RIDING TIMES AND REST PERIODS (Endurance Only)**

Pit boxes are designated at the entrance and exit of the pit lane.

The driving time starts when the rider leaves pit box out and lasts until he stops at pit box in.

The rest period of a rider starts when the rider enters pit box in and lasts until he leaves pit box out.

When a rider makes a pit stop, it is not compulsory that another rider takes over from him as long as ride and rest times are not exceeded. The order in which the riders start the race is free.

	Ride Time	Rest Period
National (1 bike format)	70 minutes	30 minutes
National (2 bike format)	30 minutes	20 minutes
Junior	30 minutes	20 minutes

The first ride time period of the National (2 bike format) and Junior races may be extended to 35 minutes.

A switch of riders can only take place in the pit which has been allocated to the team.

## **9.4 Pit Stops (Endurance only)**

### **9.4.1 National Endurance in a 1 Bike Format (refueling is allowed in the pit lane)**

No open fire in the pit boxes is allowed at any time.

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

When a pit stop has to be made, it is compulsory to stop the engine. It can be started up, for a short while, for testing and adjustment.

In the working area in front of the pit box, during the pit stop, only 4 clearly identified and accredited persons are permitted to work directly on the machine. If the rider takes part in the work, he will be included in these 4 persons. In case of loss or dysfunction of the transponder, an official is authorised to carry out the change.

When the work on the machine is carried out inside the pit box, the number of persons working on the motorcycle is not limited.

Throughout the race, refueling and all other interventions can only be carried out at the pit allocated to the team. The engine must be off for refueling

Before refueling, the machine must be put on a stand and the rider must dismount.

Refueling must take place after all mechanical interventions on the machine are finished, before the rider tries to restart the machine.

During refueling the use of tyre warmers is not allowed.

After refueling any mechanical intervention on the machine must be carried out only inside the box allocated to the team.

In order to leave the pit again, once the driver is on his machine, 2 persons are allowed to push the machine. Alternatively, the rider can use the machine's starter.

The use of an additional battery is forbidden. The use of a self-contained starting device is permitted.

A maximum of 25 litres of petrol is permitted in the pit box unless the supplementary regulations for the event state otherwise.

From the beginning of the official practices, each team must appoint one person for fire safety. This person must be equipped with a reliable extinguisher for fuel fires and is strictly obliged to be present at all refueling operations. All personnel concerned with the refueling including the person responsible for the fire extinguisher must wear eye protection and suitable fire retardant clothing. This procedure is applicable during the practices and the race.

All "active" tyre warmers on wheels (not mounted on the bike) must be at least 20 cm above ground level. Any fuel manipulation must take place at a minimum of 5 metres from the tyre warmers or from any source of elements that could start a fire. Any breach of this article will be sanctioned with a Stop & Go.

### **9.4.2 National Endurance in a 2 bike TAG Format and Junior Endurance**

Changeover must take place in the allocated Changeover Area.

Replacement rider should advance to the Changeover Area no more than 5 minutes before scheduled change.

The transponder must be transferred.

Immediately after transfer the incoming rider and motorcycle must clear pit lane and return to their allocated paddock area / awning.

No motorcycle can be used in two consecutive sessions.

This procedure must be repeated until completion of the race.

**9.4.3 REFUELLING** – Refuelling is not allowed in pit lane, all refuelling must take place within the teams allocated paddock area or awning. Motorcycles must carry sufficient fuel to complete the allocated riders session, refuelling should take place during the riders rest period. A fire extinguisher must be present during all refuelling operations.

No work is to be carried out in the Changeover Area or Pit lane in general, all work must be carried out in the Teams allocated paddock area / awning.

**10 Safety Car Deployment - Exception**

The Clerk of the Course is authorised to deploy the safety car at the earliest convenient moment irrespective of the position of each rider in the race.

The Fast Intervention Vehicle may be dispatched immediately ahead of the Safety Car.

No protest may be lodged against the effect of any laps lost or gained in respect of Articles mentioned above.

**11 Park Ferme (All Championships)**

With the exception of the Clerk of the Course and officials who are in charge of keeping watch over the Park Ferme area, no-one may at any time or for any reason be admitted into this area unless they have a written and signed authorisation from the Clerk of the Course.

After the end of the Endurance race and the end of the last MotoGrande or Michelin Power Cup race of the day, all the machines which have finished the race must remain at the disposal of the officials, for 30 minutes, in Park Ferme. They cannot be removed without the approval of the HOTTRAX MOTORSPORT Official.

**12 Awards Ceremony**

All top 3 finishers in each Championships and class are required to attend an awards ceremony at the podium when required before the end of the meeting.