**ENDURANCE CHAMPIONSHIP REGULATIONS**

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**1. The Championship**

Endurance Championship is organized by sports club “CR moto”. Championship races take place during “CR moto” track days.

1.1. Endurance Championship calendar is published in the [www.crmoto.eu](http://www.crmoto.eu) web. All events which are marked with Endurance Championship logo will hold the championship.

**2. Eligibility**

2.1. Riders

Races are open for all motorcycle riders (national license holders and amateur riders without license) who at the race day are at least 18 years old and younger riders who provide written consent of parents. During each event race organizer or his representative person will decide whether all participants are properly prepared for the race.

2.2. Teams

Each team must consist of 2, 3 or 4 members. Each team member can use his own bike or all team members can use one bike. Each team shall nominate its representative person for communication with the organizer. During the season each team may have max 6 riders.

2.3. Motorcycles

Riders can use motorcycles of any make and model.

**3. Technical regulations**

All motorcycles must have original frame, engine block and swing arm. Suspension and brake system modifications are allowed. Foot pegs, handlebars, dashboard, ECU, sprockets, drive chain, wheels may be replaced with aftermarket parts. Engine, suspension modifications are allowed however engine air aspiration must remain atmospheric, unless forced air aspiration is default on the stock bike. No limitation for tire producer and tire type is applied.

All motorcycles must be in good technical condition. No oil and/or coolant leakage is allowed. Front and rear brakes must be in a good working condition. There may be no loose part on the bike. All external cameras must be wired to the bike. Throttle handlebar must move freely across the amplitude.

All riders must wear full gear – helmet, leather or textile suit, boots, gloves and back protection.

Recommendations:

Standard coolant is very slippery and hardly visible on the track surface at the same time. In case of spill it may cause serious consequences to all riders on the track therefore it is highly recommended to change coolant to water or special racing coolant.

Wire all oil filling and draining bolts to prevent oil spill on the track surface.

Use certified protective gear only.

**4. Classes**

Pro Sport class:

Open to the teams who have at least one rider with A or B category license issued by national motorcycle sports federation of any country and who use bikes with engine size from 600 cc to 1300 cc.

Hobby Sport class:

Open to the teams who have amateur riders without any sport license or with C license issued by national motorcycle sports federation of any country and who use sport bikes with full body fairings and engine size from 600 cc to 1300 cc.

Hobby Street class

Open to the teams who have amateur riders without any sport license or with C license issued by national motorcycle sports federation of any country and who use street class bikes with engine size from 500 cc to 1300 cc or sport class bikes with engine size up to 500 cc.

**Important note:** if a rider during the practice sessions (Track Day) is riding in the fastest A group, then he and his team will be automatically assigned to Pro Sport class, regardless of the bike type and having or not having license. If during the day rider is floating through the different groups, then race direction will decide which class such rider and his team should be assigned to. Race direction’s decision will be final and not a subject to any appeals.

If team consists of riders from the different classes and/or if team members use bikes of a different class, then team shall compete in the higher class.

**5. Registration to the race and classification in the Championship**

5.1. Registration to the race

Teams must register to the race before the lunch break on the race day. During the registration teams must indicate all team riders and motorcycles. Unregistered riders and motorcycles will not be allowed to enter the race.

5.2. Classification in the Championship

5.2.1. All teams participating in the race will be automatically classified in the Championship if their rider has came back from the track on his own bike riding himself.

5.2.2. After each race points in the Championship will be distributed as follows:

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **Place** | **1** | **2** | **3** | **4** | **5** | **6** | **7** |
| Points | 10 | 7 | 5 | 4 | 3 | 2 | 1 |

5.2.3. If race was ended before half of the race time has elapsed, then teams will get half of the points.

**6. Qualification to the race**

Qualification to the race will take place during practice sessions of the Track Day. Team’s best lap time during the Track Day will define their starting position in the race.

**7. Rider’s briefing**

Briefing, which takes place during the lunch break, is mandatory to all race participants. During the briefing most important aspects of the race are explained, for example starting procedure, refueling and other things which might be specific to the track where the race takes place that day. Also, during the briefing each team will get starting numbers which they have to stick on the front of each team’s bike and one arm bracelet, which drivers must put on before entering the track.

**8. Race start procedure**

8.1. Pit lane opens 7 minutes before the race start time and **remains open for 2 minutes only**. During these 2 minutes riders must go to the track and their team members, who will be holding the bike during the start, will be guided by the track marshals to the starting grid. Riders, who will not enter the track before pit lane closes will have to start war up lap and the race from the pit lane.

8.2. On arrival at the grid the rider should get into their start positions and line up at a 45 degree angle against the white line which marks the track edge. Starting positions may differ on the tracks therefore they will be described during the breathing before the each race.

8.3. As soon as all riders are in position marshal, who will be standing in front of the rider’s line on the other side of the track, will give a sign to prepare for a warm up lap. Tire warmers must be removed and all team members must leave the grid, except the rider and his assistant who holds the bike. Riders must get on the bikes and start the engines.

8.4. As soon as all riders are ready, marshal standing in front of the riders will release riders into warm up lap by waving green flag. Riders should proceed to 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, he must raise his hand.

8.5. Riders, who were late to enter the track, will go to warm up lap from the pit lane after all riders from the grid pass through the pit lane exit marshal. After warm up lap these riders must come back to the pit lane again.

8.6. Upon returning to the grid from the warm up lap the rider should get back into their staring positions and should line up at a 45 degree angle. **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 track to the start position. Any rider intentionally delaying the start of the race will be penalized.

8.7. The rider must stand at the white line opposite his/her machine. At least one rider’s leg must be behind the line.

8.8. Once all riders are at the white line, the official who will be standing in front of the riders will put up a start-finish (or green) flag. Within 5 second start-finish flag will be waved down and this will give a sign for a race start. When race start is given, all riders 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.

8.9. Immediately after the race start all team members must clear the grid.

8.10. Riders, who were late to enter the track, will start the race from the pit late after all riders from the grid pass through the pit lane exit marshal.

**9. Race interrupted and resumed**

9.1. Virtual safety car mode

9.1.1. This mode will be used in cases when race needs to be interrupted but doesn’t have to be stopped. All marshal posts will show safety car mode sign (to be specified during safety briefing at each event) with yellow flag. At this point all riders must reduce speed to 60 km/h or lower if it is needed. Overtaking of the other riders is forbidden. The distance to the rider in front must be maintained and cannot be reduced until the end of the virtual safety car phase. Riders who try to gain advantage during safety car phase will be penalized. Riders must bear in mind that during virtual safety car mode there might be different obstacles on the track, for example oil or gravel on the track surface, broken bikes in the riding line, ambulance and/or rescue car on the track. Riders are allowed to overtake rescue and ambulance cars, but they have to do it in a safe manner.

9.1.2. As soon as obstacles are removed marshals will remove yellow flags and safety car mode sign and will start waving green flags. At this point virtual safety car mode will end and normal race mode will continue.

9.1.3. During virtual safety car mode riders are allowed to go to the pit lane and/or paddock and at the same time they will be allowed to enter the track from the pit lane.

9.2. Race suspended

9.2.1. Race will be suspended if it will impossible to assure safety with a virtual safety car mode. Race will be suspended by showing red flags in all marshal posts. When red flags are shown riders must immediately reduce the speed and return to the pit lane. Overtaking during red flag phase is forbidden. Upon arrival to the pit lane riders must make their way to their box or parking lot in the paddock.

9.3. Race resumed

9.3.1. Race will be resumed as soon as all obstacles are removed and in the following order:

- 3 minutes before pit exit opens again – marshals show 3 minute board at the pit exit. At the same time announcement about it will be made via audio system. All riders must go to the pit lane.

In the pit lane riders will take positions which they had one lap before the red flag. Marshals will help riders to find their positions. Other team members are not allowed to enter pit lane’s fast lane at this phase.

- 1 min before pit exit is opened - marshals show 1 min board at the pit exit. At this point all riders must be ready to go to the track, engines must be running.

- After 1 minute elapse (time frame can be extended if marshals decide it is necessary) pit exit will be opened again and all riders one by one will be released to the race.

9.4. Race time count will not be stopped when race is interrupted.

**10. Refueling procedure**

Refueling can be done only in the team’s parking lot or in the pit lane zone which is directly in front of it’s box. No open fires in the pit boxes or in the parking lot are allowed at any time. Before refueling the machine must be switched off, put on a stand and the rider must dismount. At refueling place each team must have at least one reliable extinguisher with capacity minimum 5 kg. Refueling can be done only by the team member or mechanics who wear eye protection and suitable fire-retardant clothing or one piece leathers.

A maximum of 25 liters of fuel may be stored within each garage unless the final instructions for the event state otherwise.

**11. Pit stop**

Pit stop must be performed in the following way:

11.1. When using one motorcycle

Rider enters pits and observes the pit lane defined speed limit (usually 50 or 60 KPH).

On arriving at the team’s pit area or parking lot, the bikes engine must be switched off.

The machine is put onto a paddock stand, the rider gets off before refueling begins and gives team’s arm bracelet to the rider who will go to the track next.

When refueling 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 defined pit lane speed limit.

11.2. When using several motorcycles:

Rider enters pits and observes the pit lane defined speed limit (usually 50 or 60 KPH).

On arriving at the team’s pit area or parking lot, 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, who has arrived from the track, gives team’s arm bracelet to the rider who goes to the track next.

The rider pulls away safely and observes the defined pit lane speed limit.

**12. End of the race**

At the completion of the designated duration of the race, the leading rider will be shown the checkered flag at the finish line. The checkered 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 checkered flag.

At the completion of the designated duration of the race, the pit lane exit will be closed.

After the rider has taken the checkered flag, he must proceed to Pit Lane, where Parc Ferme will take place outside the garages.

Parc Ferme is mandatory to all machines who have been shown  checkered flag. Bikes can not leave Parc Ferme without marshal’s permit. If they do not attend Parc Ferme or if they leave Parc Ferme without permit then their team might be disqualified.

**13. Race results**

13.1. To be counted as a finisher in the race and be included in the results team’s rider must come back from the track on his own bike riding himself.

13.2. Race results to be published on official board as soon as possible after race finish.

**14. Protests**

All protests must be submitted in written to the race office. Protests regarding race results have to be submitted within 10 minutes after race results are published.

**15. Award ceremony**

Award ceremony will take place after race results are published and Parc Ferme is released. Award ceremony is obligatory to the teams who won 1st, 2nd or 3rd place in its class.