



STRUCTURE

Endurance4Fun is a completely independent endurance championship.
There are two main classes:

- The Nineties Endurance Cup (90's Cup).
This Cup is split into two classes:
 - class -600 (for 4-cylinder bikes up to 636cc, 3-cylinder bikes up to 675cc, 2-cylinder bikes with 2 valves per cylinder up to 1.200cc and 2-cylinder bikes with 4 valves per cylinder up to 749cc.)
In this class bikes are allowed that are produced until 2004 included.
 - Class +600 (for 2-cylinder bikes with 4 valves per cylinder of more than 749cc, all 3 cylinder bikes from 676cc up to 960cc and all 4-cylinders with more than 636cc)
In this class bikes are allowed that are produced until 2002 included.

This split will not be done if in one of the classes not more than 3 bikes are registered.

- The Triple/Twin/Single Cup (TTS-Cup)
This class is for one, two or three cylinder bikes with an engine of more than 500cc and that are initially produced as Naked Bikes and that figure in the list below:
 - Yamaha MT07
 - Kawasaki ER600
 - Kawasaki Z650
 - Suzuki Gladius
 - Suzuki SV650
 - Triumph Thruxton
 - Triumph Street Triple
 - BMW nineT
 - KTM 690 Duke
 - Ducati Monster

Teams that want to participate with a bike that isn't in this list can always contact the organisation. They will evaluate if the bike fits in the concept of the TTS-Cup.

All teams have minimum 2 and maximum 3 riders per race. That doesn't need to be the same riders for the whole season.

CALENDAR 2019

07th June : Zolder (B)
02nd July : Zandvoort (NL)
27th and 29th July : Croix-en-Ternois (F)
20th September : Zolder (B)

REGISTRATION FEE

PRICES

The registration fee for a complete season is 1.710 €

Price per race:

Zandvoort : 550 €
Zolder and Croix : 450 €

REGISTRATION

Registration has to be done via website www.motorsportschool-racing.com

It is possible to register for the whole season or for individual races.

On registration, you need to choose a race number. You will be advised by mail what number is given to your team.

PAYMENTS

Payments are due minimum 1 month in advance of the race.

If a team is unable to participate to a race they can replace themselves by another team. This must be notified to the organisation and will be charged an administration fee of 50€.

Not showing up for a race will never result in a refund of the registration fees.

RIDERS

Riders that taken part in the following championships with an international rider licence during the last 10 years are not allowed in the Endurance4Fun Championship.

- International Solo Classes, except International Classic Championships;
- Belgian National Championship;
- Dutch National Championship;
- BeNeCup

Before the first race, each rider has to sign a document “Renunciation of Recourse”.

A competition rider licence is not mandatory but highly recommended.

Riders not having a competition licence have to sign a document “Declaration of Health”

RULES AND REGULATIONS

All teams in the Endurance4Fun can either ride with one bike, or every rider in the team can ride his/her own bike.

In the 90's Cup, if a team consists of two bikes of different classes, the team will be registered in the heaviest classe. If it consists of three bikes, it will be registered in the class wherein there are two of the bikes.

Example : R6 + R1 = +600 ; R6 + CBR600 + R1 = -600.

- Tyres

All the teams in the Endurance4Fun have to ride with tyres that are purchased at the Endurance4Fun Tyre Service.

Teams have the choice between the brands Dunlop and Metzeler.

Tyre warmers are allowed but not mandatory.
On a wet track the use of rain tyres is allowed.

- Motorcycle

- Regulations regarding engine and suspension tuning are free.
- Any kind of quick-release system for changing wheels is prohibited.
- The use of pneumatic or electric tools to change wheels is prohibited.
- The front and rear brake, as well as the oil filter, oil drain plug and oil filler cap must be secured by wire.
- The front brake line must be split at the bottom yoke or at the brake master cylinder. Brake lines that go from one caliper to the other over the front fender are not allowed.
- Central and side stand must be removed.
- Rear view mirrors and turning signals must be removed.
- It is recommended to remove the lights. If this is not possible they have to be put out of order and secured with security tape or any other equivalent material.
- The use of anti-freeze as coolant liquid is prohibited.
- All bikes must have a fairing that is closed under the engine or have an oil tray. The oil tray's minimum capacity must be equal to the quantity of oil contained in the engine. There must be two holes in the belly pan for wet races, which can be closed by rubber plugs.
- The motorcycle must be able to start with its own electrical starter.
- All bikes have to be equipped with number boards in the front, and at the rear left and right side. Colour of the numbers is free, but they need to be in contrast with the colour of the bike. The number on the front needs to be at least 16 cm high. Especially for the Triumph Thruxton, the organisation will provide a number plate that has to be put over the front headlight.
- The fuel and water overflow need to flow into a closed container, preferably one for each of these fluids.
- The bike needs to have a transponder-holder that is fixed on one of the front fork legs, between the top and bottom yoke.

All motorcycles have to pass technical scrutiny before each race. If a motorcycle doesn't pass this scrutiny, it cannot take part of the race and no refund of registration fees will be done

After a crash the motorcycle has to be scrutinised again before resuming the training or the race.

- Noise limits

The races take place on track-days for original exhausts.

The noise limit is set by the exploitation management of the track we go to.

Measurements of the produced noise are the competence of the exploitation management only, as well as is the application of eventual penalties.

It is not because your motorcycle is fully standard that you cannot produce too much noise on any given track.

In the case of exclusion from an event by the exploitation management no refund of the registration fee will be done.

- Equipment

Each pit crew has to have a fire extinguisher class A-B-C of at least 9 kg.

Everybody implicated in the refuelling procedure has to wear a helmet, gloves and an overall.

All riders have to wear leather gloves, leather racing boots, a one- or two-piece racing suit, a CE-approved full face helmet and a back protector.

- Pit lane and pit box

Each pit crew can consist of a maximum of 4 people, riders not included.

Those people have to be able to identify themselves to the organisation at all times.

Teams having too many people in the pit lane will be talked to by the organisation.

If no reaction is given to these remarks the team can be excluded from further participation.

Children under 16 years and animals are strictly forbidden in the pit lane.

The pit lane is reserved for pit stops. Chairs and other furniture are forbidden.

It is forbidden to stop or stand still in the fast lane, either with or without the motorcycle.

It is forbidden to ride in the opposite direction, either on track or in the pit lane.

Maximum speed in the pit lane is 60 km/h.

- Refuelling and pit stops

Quick fillers (type Acerbis) can be used, with only one nozzle (endurance fuel tanks with double filler caps are not allowed, neither are pressurised fillers)

The fuel system may contain 24 litres. It has to be portable.

Everyone participating to the refuelling procedure has to wear the necessary security equipment and keep the helmet's visor closed.

Riders change procedure in Endurance4Fun is the following :

For teams riding ONE bike :

Rider stops at the box

Engine off

Motorcycle on a paddock stand

Riders gets off the bike
Eventual technical intervention on the bike
Refuelling
Rider on the bike
Engine on
Drive away

For teams riding more than one bike :

Rider stops at the box
Engine off
Motorcycle on a paddock stand
Change the transponder to the other bike
Engine on
Drive away

Even if there is only a rider change, the engine has to be cut off.
The number of pit stops in Endurance4Fun is free.

It doesn't need to be the drivers that do the handling of the bikes, like jacking them up and switching the transponder. Any member of the crew can do that.

Technical intervention in the pit lane is limited to tyre or brake pad change.
Any other technical intervention has to be done in the pit box.

- Number of Pit-stops and minimum Pit-time

We will install a minimum number of pit-stops as well as a minimum pit-time for each race.

In order not to disadvantage teams that ride with one bike, they will have to do less pit-stops and less pit-time than the other teams.

Minimum pit time and number of pit-stops will be communicated to the teams during the briefing.

- Starting procedure

The starting grid is based on the combined results of the qualifying sessions.
There is no maximum percentage for qualification. Even a team that has no qualifying time at all can start the race, be it from the back of the grid.
The race will be started with a flying start after two warm-up laps.

During these warm-up laps it is forbidden to overtake.
The race starts when crossing the start line after the second warm-up lap.

- Code red

When a race is interrupted with a code red, all motorcycles engaged on the race track position themselves one behind the other in the pit lane.
The bikes can be put on a paddock stand, unless otherwise indicated by race direction.
The team can give the rider something to drink.
Any further mental or technical assistance is prohibited.
Motorcycles that were in the pits at the moment of the code red have to set up at the end of the line.
When a team faces fuel problems due to the code red, they can report that to race direction.

They will be authorised to refuel 1 liter of fuel.

- Restart after code red

At the restart (green light) there will be 2 warm-up laps. Race resumes directly at the start of these warm-up laps, but overtaking is prohibited during the two laps.

This means that pit stops are allowed during these warm-up laps. You can also go right back on track after a pit stop, if the track is free.

- End of the race

This is indicated by the chequered flag. The moment it is given the pit lane will be closed.

- Ranking

There will be points given in every class, according to the system used in MotoGP.

This means : 25, 20, 16, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1

If a race consists of several heats, points will be given for every heat.

In order to get qualified, the motorcycle has to pass the finish line and has to have ridden at least 75% of the distance of the winner in its class.

- Podium

After every race there is a podium ceremony with a trophy for the first three of each class.

If a race consists of several heats, a trophy will be given to the top three “overall”.

PENALTIES

Penalties in Endurance4Fun are given in the form of a “Lap Penalty”.

This means a number of laps is subtracted from the number the team has done by “Time Keeping”, according to the table below.

Infraction	Lap Penalty
• Overtaking under code yellow or red	1 lap
• Second overtaking under code yellow or red	Disqualification
• Overtaking in warm-up laps	1 lap
• Speeding in de pit lane	1 lap
• Stopping in the fast-lane	1 lap
• Riding in opposite direction	2 lap
• No respect of minimum pit time	5 laps

Complaints have to be filled to race direction before the podium ceremony.

No complaints are possible against the decisions of the race direction.

REFUSALS

The organisation of the Endurance4Fun is free to refuse at time riders and/or teams from participation, without refund of registration fee.