



European Endurance Legend Cup Sporting Regulations

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Introduction

A series of motorcycle races will be organized counting for Teams and Riders.

The present regulations are aimed at defining a series of races named European Endurance Legend Cup (EELC)

This competition is held in accordance to the present provisions to which all participants are submitted by their entry.

Upon registration, each rider will declare to be free of all engagements or obligations towards third parties, as such allowing him or her to respect the terms of these regulations in their entirety.

General

The overall control and interpretation of these regulations is entirely the province of the organisers of the EELC and Race Meeting Officials whose decisions in all matters concerning these regulations must be considered final in all circumstances.

All teams must keep a copy of all regulations in the pit box for the duration of the race weekend for reference.

The organisers reserve the right to make minor changes prior to the event but will contact all teams if changes are made.

Contact with the race/event organiser will be done at the race office.

Calendar

Le Castellet	Donington Park	Oschersleben
Sunday Ride Classic	Endurance Legends	Speedweek
23-25 March 2018	12-13 May 2018	7-10 June 2018

Teams

A ranking for the teams participating in the European Endurance Legend Cup will be counted by adding the race points of all the EELC rounds. This classification will reward the Teams in each class;

- o Legend
- o Classic
- o Superstock
- o Superbike

Riders

- Riders must be over 18 years of age and in possession of a license from their National Federation which is permissible for the event
- There is no age limit or access restriction for any rider

Number of Entries

- The subscriptions will be closed once the maximum number of teams for the practice sessions has been reached

	Sunday Ride Classic	Endurance Legends	Speedweek
Practice	48	60	56
Free Qualification	48	60	56
Official Qualification	48	60	56
Race	48	50	56

Registration

- Teams wishing to participate in the European Endurance Legend Cup should complete and submit the entry form on the EELC website (www.eelc.eu)

Entry Fee

- The entry fee must be paid to the individual event bank account(s) for the rounds entered. This information will be sent to each team on confirmation of their completed entry form. Deadlines for payments are shown on the Payment Info PDF
- The team entry will be approved upon receipt of payment
- A request will only be considered as accepted following confirmation from the organisation. The organisation retains the right to refuse any entry request even if it has been submitted within the correct time delay
- A licence needs to be left as a warranty upon collection of the transponder
- A deposit of 50€/£ to cover the armbands needs to be paid in cash. If the equipment is returned in good shape, this deposit will be refunded in its entirety, except if the team has been penalised with a fine during the race
- Any team not having participated in the practice sessions without valid reason will not be refunded and will not recover its deposit
- The pit box rental is included in the entry fee
- In the event of too many entries, priority will be given to the teams competing in all 3 rounds of the EELC

Closing Date

- Closing date for entries is three weeks before the event

Cancellations

- In case of cancellation, the team has to inform the event organisation in writing.
- The entry fees will be refunded, however an administrative charge of:
 - 30% will be retained if the team cancels 1 month prior to the event
 - 50% will be retained if the team cancels 15 days prior to the event.
 - There will be no refund for teams cancelling within 2 weeks prior to the event.

Promotion

Teams should be aware that their names and details may be included in promotional purposes for the EELC and the individual rounds within it

Armbands

- Each rider will wear a coloured armband that will distinguish the riders of the team
- Rider coloured arm bands may differ from each event and organiser

Licence

Each rider must hold a licence from their national federation with valid start permission and repatriation insurance to FIME standards delivered by their national federation, and comply with all the sections on the entry form declaration

Pass/Tickets

- Teams and competitors are responsible for the integrity of the passes / tickets within their team
- The details of the pass will be indicated in the registration confirmation document sent to the Team Manager
- Teams and competitors are also responsible for the behaviour of their guests

Insurance

- The Race Secretary will contact the FMNs of Competitors holding licences issued by a Federation for copies of their Start Permissions
- Competitors should still obtain a copy of their own Start Permission and if required to do so be prepared to produce a copy during the Signing On process
- This must confirm that Competitors are insured against the risk of Personal Accident in accordance with the FIME Sporting Code and additional cover for Medical Treatment and Repatriation costs

Health and Safety

- All competitors and their associated persons must at all times comply with all the health and safety requirements applicable in the paddock and displayed on the Race Office notice board

EELC Leaderboards – Teams & Riders

- Teams and riders participating in the EELC will be classified per Class and per Rider for each race
- For each race there will be a general classification and a scratch podium
- For teams and riders the points will be those obtained in each race
- The rankings will also present the following information:
 - The name of the team
 - The brand of the bike
 - The names of the riders with whom the team scored points
 - The total number of points
- For each race the scratch points are awarded according to the following scale:

Position	Team & Rider Points after 2hr	Team & Rider Final Result Points
1	10	30
2	9	24
3	8	21
4	7	19
5	6	17
6	5	15
7	4	14
8	3	13
9	2	12
10	1	11
11		10
12		9
13		8
14		7
15		6
15		5
17		4
18		3
19		2
20		1

Presentations & Final Rankings

- Each rider from the top three teams in each class will receive a trophy on the podium for each race
- Each round will be taken into account for the EELC final classification and trophies will be presented to the top 3 teams of each class from the Team Leaderboard, and separately to the top 3 riders from the Rider Leaderboard

Practice & Qualifying Sessions

- It is compulsory for each rider to participate in the practice sessions of the event
- In order to obtain the right to participate in the race, each rider will have to set a minimum qualification time in at least one session of the event
- This minimum time corresponds to 130% of the average of the three best times of the series and the class for that round
- In case of rain and upon decision of the Clerk of the Course, the minimum times may be adapted to 150% of the average of the three best times of the series
- If a rider participates in a 2 rider team and is not able to reach the minimal qualifying time in his session, he will allowed to ride in the third practice session, however the time used to make up the starting grid will be the one from his first session
- 2 rider teams with both riders qualified will not be allowed to take part in this third session

- The list of qualified riders will be communicated half an hour after the end of the last qualifying session or as soon as possible.
- A provisional starting grid for the teams will also be published based on the average of the best lap times made by the riders of each team during one of the qualifying sessions
- In the event of a tie, the average of the 2nd best times will be taken into account and so on if the tie remains
- During the night sessions (where applicable), each rider has to complete at least three (3) timed laps. The night sessions do not count towards the qualifications
- Participation in the warm-up is not compulsory

'T' Bikes

- Teams are allowed T bikes (i.e. spare bikes) but the following applies;
 - All T bikes must pass Technical Inspection and possess Eligibility as detailed in the 2018 EL Eligibility document
 - T bikes must have a clearly visible 'T' preceding both side numbers on the machine
 - T bikes may be used in Practice and Qualifying sessions but a team may only have one machine out on circuit at any time
 - Lap times for T bikes will not be recorded for qualifying positions. Accordingly T bikes must not be fitted with transponders
 - T bikes may only be in the same class as the Team entry

Change of Motorcycles

- Please refer to Supplementary Regulations for 'Change of Machine' procedures but please note that to be included in the results any change of machine may only be to a machine in the same class as the Team entry. Substitute machines must pass Technical Inspection and possess Eligibility as detailed in the 2018 EL Eligibility document

Changes in Teams

- Changes in teams, always between qualified riders, will be allowed up to one hour after the last session of the timed test sessions and in any case, before the warm-up
- After that time, no modification of any kind will be allowed
- Each infringement to this rule will be liable to a Stop & Go penalty

Briefing

- A compulsory briefing will be organised and must be attended by each Team Manager and one other team member only
- The date, time and place of this briefing will be indicated in the Supplementary Regulations or Final Instructions and will be held at the latest 2 hours prior to the start of the race
- A attendance check will take place at the entrance of the briefing room
- The result of this check will be handed over to the Clerk of the Course immediately after all the riders have left
- Any team failing to or partially failing to attend the briefing will receive a one-minute penalty on the race time
- At the end of the briefing, each team will have to communicate the identity of the rider who will take the start of the race to the Clerk of the Course, through the Race Office
- Important: The team must register 2 cell/mobile contact numbers and contact names for these numbers to the event organiser, and each number must be active throughout the weekend

Starting Grid

- At the jury meeting which follows the last qualifying practice session, a starting grid will be drawn up
- This starting grid will be comprised from the teams qualified for the race based on the average of the best time produced by the team's riders during the qualifying sessions
- For 2 rider teams, the average will be calculated based on the times of the first two sessions. The bikes not fitted with an autonomous starter will be placed at the back of the start grid, for a push start

Starting Procedure

- The starting procedure is of the "Le Mans" type or at an angle

- In the event of a race interruption and in the event a restart has to be given, the procedure will need to be repeated

The starting procedure is as follows:

Sighting Lap

- The sighting lap is compulsory
- A penalty of "Stop & Go" will be imposed on the teams that do not perform the sighting lap.
- 30 minutes before the start, the riders enter the track and immediately make a sighting lap before taking their place on the grid with the engine stopped

First Signal – 20 Minutes Before Start

- The riders have to leave the stands and be lined up at an angle behind the starting line 20 minutes prior to the scheduled starting time
- The riders have 3 minutes to leave the pits after which the pit lane will be closed
- Under no condition may a motorcycle be pushed to the starting grid
- If a rider leaves the stands too late, they will have to take the start from the pit lane. In this case no further penalty will be incurred
- On the grid, the motorcycles have to be lined up under an angle of 45° alongside the track behind the starting line. (Le Mans Start)
- Each motorcycle will be held by one mechanic
- The motorcycles not fitted with an autonomous starter will be placed at the back of the starting grid for a push start
- Tyre changes and repairs can be made on the starting grid until the "3 minutes" sign is presented

Second Signal - 5 Minutes Before Start

- 5 minutes before the start of the warm-up lap, the "5 minutes" panel will be displayed on the starting line. Riders will have to stand on the opposite side of the track in front of their motorcycles

Third Signal - 3 Minutes Before Start

- 3 minutes before the start of the warm-up lap, the "3 minutes" sign will be displayed. As from this moment, no technical intervention to the motorcycle is allowed
- Only one assistant per rider can stay on the starting grid
- Should a rider need to work on his motorcycle, he will need to push it to the pit lane
- Working on a motorcycle on the grid after the "3 minutes" board has been displayed will be sanctioned with a one-minute penalty

Fourth Signal - 1 Minute Before Start + Helmet Sign

- 1 minute before the start of the warm-up lap, only one mechanic holding the machine will be allowed to remain on the starting grid. The 1 Minute board will be displayed on the grid. All other helpers leave the track
- Green flag waved to start the warm-up lap, the riders set-off for one warm-up lap, after which the riders will once again place their machines as specified earlier on the starting grid
- Riders stand on the opposite side of the track in front of their motorcycles
- In the middle of the track, on the starting line, a marshal with a red flag will await the riders at the starting grid and will not leave until the Clerk of the Course starts the starting procedure and not before the green flag has been waved by the marshal positioned at the end of the starting grid
- After the start, the mechanics immediately leave the track, taking the grid marker with them

Pit Stops

- Riders may enter the pit-lane during the race to make adjustments to their machines, refuel or change tyres. All such work must be carried out in the pit lane on the working area in front of the boxes. Engine always has to be switched off during the pit stop. It can be turned on momentarily for testing or adjustment
- A speed limit of 60 km/h will be enforced in the pit lane at all times during the event. Controls will be held and one minute penalties will be issued to all those who do not respect the speed limit

- Any rider found to have exceeded the limit during qualifying, will be subject to the cancellation of their best lap time made during these qualifications. During the race, any speed excess will be penalised with a one-minute penalty
- During the pit stop and on the pit box apron, 4 accredited people can work on the motorcycle, refuel, clean the headlights, the windshield, etc. If the rider participates in the intervention, he will be included in these 4 persons. In the event of loss or failure of the transponder, an official is authorised to make the change
- When work on the motorcycle is performed inside the pit box, the number of people working on the motorcycle is not limited
- If for any reason a rider overruns the stop in front of his pit box, he can return in the opposite direction, engine switched off, once he has passed the last pit box
- Only accredited members of teams with adequate official passes are allowed into the area in front of their pit box immediately before working on the bike. They must leave this area as soon as the work is completed. Apart from working on the motorcycle, team members cannot stay in the pit lane
- To start again, the rider being on the bike, 2 people are allowed to push the motorcycle or the rider can also use the starter

Refuelling and Rider Changes

- Throughout the duration of the event (practice & race) a refuelling system using jug, bucket, funnel, etc., where gasoline flows in the open air, is forbidden. Refuelling must be done by gravity
- Any system under pressure is prohibited
- The refuelling systems must be submitted to the Technical Control for approval
- The number of people assisting the refuelling is free. However for safety reasons, the Fuel man must be accompanied by the Fireman and both must be wearing safety equipment
- Refuelling must take place after all mechanical work on the motorcycle has been completed, and before the rider tries to restart the motorcycle
- The rider has to step down from his motorcycle before the refuelling procedure starts
- It is compulsory to switch off the engine and the machine must be put on a stand during the refuelling
- During the refuelling, no other intervention whatsoever may be carried out on the motorcycle
- After refuelling should any further mechanical work be required to the machine this may only be carried out inside the team's allocated pit box. Any infringement to this point will be penalised with a drive-through
- From the beginning of the official practices, each team must appoint one person for fire safety duties (Fireman). This person must be equipped with a reliable and correct extinguisher against fuel fires and no refuelling will be allowed without presence of this person
- All staff involved with the refuelling (petrol), including the person responsible for the fire extinguisher, and every person standing less than one metre from the motorcycle must wear suitable fire retardant clothing (leather one piece race suit is accepted), a full face helmet with the visor closed or eye protection and a hood. This procedure is applicable during the practice sessions and the race
- The pit marshal must be present during the refuelling. Each team must request the presence of a pit marshal before the refuelling
- When filling only gravity is allowed to guide the fuel into the motorcycle's fuel tank. When the person in charge of the refuelling releases the opening handle of the refuelling cell, the fuel should automatically stop running
- The refuelling can only be made with a quick fill system fuel can, with the opening being done either using a controlled device or pressing the can against the reservoir cap, and carried out by the team member in charge of the refuelling. In the event the motorcycle having two filler caps, one of these needs to be made inoperative
- A change of reservoir is only permitted in the pit box on condition that the connection and activation system has been verified and approved during the technical scrutineering, with both identical reservoirs being presented
- When filling the fuel cans, the persons in charge of this job must also wear their protective clothing
- For the transport of the fuel, it is compulsory to use a metallic jerry can with a leak proof seal
- It is explicitly forbidden to smoke in, in front of, or behind the pit boxes
- The motorcycle must be put on a stand during the change of rider

- In the event a rider completes a double relay, the rider will be required to come into their pit box, put the bike on the stand, get off their motorcycle, remount his motorcycle and then return to the track

PIT BOXES

Fuel Storage

- Under no circumstance is more than 50 litres of fuel to be stored within any pit box per team, at any one time

Fire Extinguishers

- All competitors / team crew / using the paddock will need to supply a minimum of 2 x 2kg dry powder extinguishers
- The extinguishers must be visible at all times and have an in-date certificate attached
- The extinguishers must remain in the pit box but within easy reach of the pit box apron

Fire Points

- Fire points are located within the Paddocks and all team members must be familiar with their location
- All Fire points are alarmed and extinguishers should not be removed unless needed in an emergency

Welding

- The use of welding equipment within the paddock area is strictly forbidden

Generators

- Generators must be placed in a safe working area. All cables used from generators or the electrical supply, must be covered by a proprietary cable protector at all times
- The use of generators should be kept to a minimum during night-time hours and may be under curfew at some venues from 11pm until 9am

Electrical Supply

- Teams and competitors are required to have all electrical equipment tested prior to use

Rubbish Removal

- All competitors and team members are responsible for the removal of their own rubbish from parking and camping areas

PRACTICE & RACE

Stopping on the Track

- In case of a stoppage on the track, a rider will incur a penalty of being disqualified if they step away from their motorcycle, unless for reasons of personal safety, eg: fire
- In the event of a breakdown it is strictly forbidden for the rider to push his motorcycle back in the opposite direction of the race. No outside assistance will be allowed, the rider having to manage with the tools to hand
- The route to be followed in case of a breakdown will be defined during the briefing. Making use of this route the rider cannot benefit from any outside help and will have to respect the instructions of the marshals. If for any reason whatsoever a rider decides to take another route than the one defined during the briefing, he will be disqualified.
- If a rider decides to push his motorcycle along the defined route, he may not remove any of the protective items as worn to enter the track (gloves, helmet, etc.)
- In the event of a breakdown in front of the pits, the rider may, under supervision of a marshal, return via the pit lane exit in the opposite direction, pushing his motorcycle with the engine switched off until reaching their pit box. Once the rider has entered the pit lane, they may receive help from two mechanics
- Should the team so wish, it may request assistance for the rider and their bike to be brought back by a vehicle provided by the organisers. In that case, both will be dropped off as near as possible to the pit lane entry, to the pit box entry or in front of the Technical Scrutineering

office (to be clarified in the Supplementary Regulations or Final Instructions). From this point, two persons from the team will be allowed to bring the motorcycle back to the pit box under the supervision of an official

- The lap will be counted in their end-of-race total
- If several teams ask for such assistance following a problem involving a number of riders, the teams will be assisted based on the order on the starting grid
- The number of vehicles available on the track has to be clearly indicated in the Supplementary Regulations
- No other assistance than the one from the organisers will be permitted
- A faller must be passed fit to continue before remounting the motorcycle. If the rider is unable to continue, the motorcycle may be returned to the pit box by the organisers, for the team to repair. The motorcycle, and rider's helmet and clothing (if continuing) must be re-inspected by Technical Control officials

Time on Track and Relay

- There is no time-relay constraint, only a total of track time per rider and a minimum of 5 pit stops outside the Stop & Go for the Team
- The minimum and maximum times per rider are:
 - 2-Rider Teams:
 - The maximum time on track for a rider will be 160 minutes
 - 3-Rider Teams:
 - The maximum time on track for a rider will be 120 minutes
 - The minimum time on track for a rider will be 40 minutes

Sanction

- Riders must obey the flag signals, the light signals, and the boards that convey instructions. If the black flag is waved to a rider, that rider has to return to the pit immediately
- A black flag with orange roundel implies an immediate stop
- Any infringement to these regulations will result in sanctions

Penalties During the Race

- If a rider incurs a penalty / penalties during the race, these will be communicated to the team manager during the race

Stop & Go Procedure

- During the race, the rider will be requested to stop in the penalty zone in the pit lane. Stopping elsewhere in the pit lane is not permitted. He must bring his motorbike to a complete standstill and remain stationary for 20 seconds. He may then re-join the race
- The rider must respect the speed limit (60 km/h) from the beginning of the pit lane through to the exit. In case of infringement of this speed limit, the "Stop & Go" procedure will be repeated. In the case of a second infringement of this speed limit, the black flag will be shown to the rider
- In the event of a restarted race, the above regulation will also apply
- In the case of a race interrupted prior to the penalty being issued and, if there is a second part, the rider penalised for an anticipated start will be required to carry out their "Stop & Go" stop after the start of the second part of the race
- Once the team has been notified, a board displaying the word "STOP" and the rider's number will be shown at the start line
- Failure by the relevant rider to stop, having been shown the "STOP" board 5 times, will result in that rider being shown the black flag on his 6th passage
- If more than one rider is penalised, the "STOP" board will be shown to another penalised rider on subsequent laps. The order of the riders will be based on the qualifying times with the fastest rider stopping first
- If a rider incurs a "Stop & Go" penalty, then the team may have one mechanic standing by at the penalty box to assist their rider, under the direction of the marshals, with a view to re-starting his machine should the engine stall. The mechanic must not interfere with the actual "Stop & Go" procedure that is under the strict control of the Clerk of the Course
- In the event a rider fails to respond to the instruction to carry out a "Stop & Go", and there being more than one rider penalised, no subsequent rider will be signalled to stop until the previous rider has stopped or has been shown the black flag
- It is strictly forbidden for a rider carrying out a "Stop & Go" procedure to stop in the pit lane under penalty of being excluded

- In the case where a rider has been unable to carry out the “Stop & Go” penalty before the end of the race, a 1-minute time penalty will be added to the rider’s race time

Neutralisation of the Race

- In the event of bad weather conditions or exceptional occurrences (rain, fog...) the Clerk of the Course may at any given moment neutralise the race by bringing on the Safety Car.
- In that case, a specially prepared vehicle, and clearly marked with the words “Safety Car” on the sides and the rear, fitted with a flashing light on the roof, will take to the track. As from that moment the yellow flags will be waved and the SC panel will be shown at the marshals’ posts.
- The riders will then have to position themselves in a single file, without overtaking one another. As a reminder, it is strictly forbidden to overtake the Safety Car. A rider who overtakes under a Safety Car procedure will receive a one-minute penalty
- During the race’s neutralisation, the motorcycles may stop at the pits
- After stopping at the pits, riders must line up in a single file at the pit lane exit and may only re-join the track when the green light situated there is shown. It will remain lit for a 10-second period, 10 seconds after the last rider in line behind the safety car has passed pit exit. The pit lane exit will then be closed once again (red light). The riders who have not left the pit lane will then need to wait for the following passage
- Once the Clerk of the Course has announced that the track safety conditions have been resolved, the Safety Car exits the track and returns to its stand-by station. The Safety Car must firstly complete a full lap with its orange flashing lights extinguished, overtaking remaining forbidden right up until it exits the track. Once it has left the track all the yellow flags and SC panels will simultaneously be removed along the entire length of the circuit, and the pit lane exit will once again be permanently opened, 10 seconds after the last rider has crossed the exit to the pit lane.
- The time elapsed during the safety car procedure is considered as race time

Abandonment of Motorcycle

- The abandonment by the rider of a motorcycle on the circuit, even if only for a few moments, constitutes a case of disqualification, except if this abandonment results after a fall, for the transport of the rider to the medical centre of the circuit for examination, or reasons of safety
- If the responsible Doctor considers that the rider is fit to take part in the race, the rider may return to the pit box

Returning to Pit Box

- It is permissible for a rider to return his motorcycle, alone, necessarily in the pit lane, by a different path than the normal layout of the circuit, provided that they never abandons their machine and provided they follow the member from the organisation who must accompany them
- Routes will be communicated during the Briefing
- When they have reached the pit lane, they will push the motorcycle with the engine stopped, and with a maximum of two helpers, to his stand where they can receive outside help
- In addition, in the event of a breakdown in the area between the entry and exit of the pit lane, the rider may, under the protection of a marshal, return to the pits by the exit of the pit lane and push their motorcycle with the engine stopped and with a maximum of two helpers, up to the stand
- The case of the motorcycle being abandoned by its rider on the circuit, whatever the cause, is regulated by article above

Finish of the Race

- When the leading rider crosses the line within the expected time or distance, he will be shown the chequered flag.
- The flag will be shown to all the following riders
- Three minutes after the chequered flag has been waved, no rider will be allowed to leave the pit lane and return to the track
- As such the red light will be lit at the exit of the pit lane or a marshal will show a red flag

End of Race Procedure

- At the conclusion of the race the finishers will be required to return their motorcycles to the Parc Fermé. They will be held for as long as required

Verification of Motorcycles

- Any necessary dismantling of a motorcycle shall be carried out by an accredited representative of the team and /or competitor under instructions of the Technical Control Official
- Dismantling must be commenced as soon as the engine is cool enough. There will be no facility to seal engines for dismantling at a later date
- The Organisers may also require any motorcycle to be dismantled, examined and retained for as long as is deemed necessary following an incident, in either practice or races
- All costs relating to the verification of machines are to be met by the team or competitor
- The Organisers accept no responsibility for any motorcycle or equipment left unattended
- Motorcycles, helmets and clothing must also be presented for re-inspection subsequent to any incident

Drug and Alcohol Testing

- Procedures will be as prescribed in the current National Sporting Code

Race Results

- The results will be based on the order in which the riders cross the line and the number of laps completed
- To be counted as a finisher in the race and be included in the results a team must have:
 - Crossed the finish line and taken the chequered flag on the race-track (not in the pit lane). The rider must remain in contact with his machine
 - Crossed the finish line behind the race winner within the limit time as specified in the Supplementary Regulations
 - Having completed at least 75% of the distance covered by the winning team in the corresponding class
- In case of a premature ending to the race, the procedures will follow those prescribed in the standing regulations for the host federation

Timekeeping

- The lap timing is carried out by an electrical data recording system based on the use of the "transponders"
- It is the rider's own responsibility to get on to the track for the practice sessions and the race with a motorcycle equipped with such a transponder, rented from the timing commission at the circuit
- The exchange or loan of a 'transponder' between riders is strictly forbidden

Retirement

- Any competitor who decides to retire is requested to inform the Clerk of the Course immediately

Protests

- Any protest has to be made in writing in a comprehensive and detailed way to the Clerk of the Course at the latest 30 minutes after the finish of the first rider as per the Technical and Sporting Regulations of the European Endurance Legend Cup (EELC)
- In the case of a protest the deposit fee is as set by the host federation;
 - Endurance Legends: £100
 - Sunday Ride Classic & Speedweek: 130€
- In the event that the party making the protest is the winning party, the deposit will be reimbursed

Application of the Regulations

- Each team is expected to have taken notice of these present regulations and commit to applying these during the entire event
- In case of a protest or points missing in these regulations, solely the jury will have the final right of decision

Waiver of Recourse

- By entering the race, the riders and their teams, renounce all rights of recourse towards the organisation and its staff for any damage they might be exposed to, as also for any act or omission of the promoter and their employees

Cancellation of the Race

- Should for any reason one race of the «European Endurance Legend Cup» be annulled for whatever reason, the organisation cannot be held responsible, and as such the competitors will be unable to claim any indemnity
- Except in case of a force majeure, the competitors will be informed beforehand of the race cancellation and their entry fee will be refunded

Responsibilities

- The organisation declines all responsibility in the case of damages that might occur to a motorcycle, its accessories or any other material whether it be caused through an accident, fire, theft or other

Flags and Lights

- These will be used as described in the standing regulations for the host federation

Interpretation of the Regulations

- In the event of any dispute regarding the interpretation of the Sporting and Technical regulations of the EELC, the rules of the host federation will be followed
- The official English text will prevail

Officials Roles and Responsibilities

- These will be used as described for the host federation

Supplementary Regulations (SR) and Final Instructions (FI)

The Supplementary Regulations (SR) & Final Instructions (FI) include all complimentary information and all details with reference to this particular competition:

- The classes participating at the race
- The number of riders allowed for each training session and race
- The schedule (administrative and technical control, practice sessions and races)
- Briefings
- Details regarding the entrance to the paddock and the track
- Flags & Lights
- Official Roles & Responsibilities

The SR & FI will be sent to all Team Managers three weeks before the competition. They will ensure that each team member is aware of them

Means of Propulsion

A motorcycle must be driven only by its own motive power, the muscular efforts of its driver or the natural force of gravity

Acronyms

- EELC: European Endurance Legend Cup
- SRC: Sunday Ride Classic
- EL: Endurance Legends
- SW: Speedweek
- FIME: Federation International de-Motocyclisme Europe
- ACU: Auto cycle Union Ltd
- FMN: Federation Motorcycling National
- SR: Supplementary Regulations
- FI: Final Instructions