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# 9<sup>th</sup> Open Trophy of CHIMAY

27, 28 & 29 July 2018

Belgian Championship, UEM 10/337

## Special Regulations

### Art. 1 – Definition

ASBL Circuit de Chimay is organizing on 27th, 28th and 29th July 2018, the 9<sup>th</sup> edition of the Open Trophy of Chimay.

This event is counting for the BeNeCup, the Belgian Championship Road Race & Classic Bike and «International Road Race Championship» (IRRC). The contest is bound to the regulations of the «Fédération Internationale Motocycliste» (FIM), the «Fédération Motocyclisme de Belgique» (F.M.B.) and these Special Regulations.

By his registration, the pilot has to submit himself to all these regulations. The «Special Regulations» are published in French, Dutch and English. In case of doubt, the organization of Chimay will take a decision.

### Art. 2 – Circuit

Circuit of Chimay, length: 4.420km. Events are competed in the clockwise direction. Every maneuver indicating a wrong use of the prescribed direction will immediately be excluded from the contest.

### Art. 3 - RIDERS: Conditions of membership and maximum number

Races are open to the owners of a National, European or International license. The access to points for the championship of Belgium is governed by the sports regulation FMB 2018.

Foreign participants need a starting allowance issued by their own federation.

For the **Classic & Post-Classic Endurance, IPC & Classic Evo**, see details in attachment, the pilots who don't have a license must become a «1 event»-license. The conditions of which are governed by the sportscodes of the FMB-BMB.

NB: the «1 event»-license is forbidden for riders under 18 years old.

The license costs 65,00 € for Belgian riders and 80,00 € for foreign ones (the repatriation insurance included). The «1 event»-license will be delivered on place and **must be requested on the registration form**.

Motorcycles and side-cars have to be conforming to the technical requirements present in the regulation «Road Race» or «Classic Bike» 2018 of the FMB as regards the categories officially resumed in the Belgian championship.

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As regards the Post-Classic Endurance, motorcycles will answer the requirements of safety and eligibility resumed in attachment to the present regulation.

The maximum number of motorcycles on track is:

- 40 motorcycles in race - 54 motorcycles during training.
- 40 motorcycles for the Endurance in race - 54 motorcycles during training.
- 24 side-cars in race - 32 side-cars during training.

Riders equipment must apply to the specifications found in race regulation FMB 2018.

#### **Art. 4 – Race number**

The race numbers will be communicated a few weeks before the event to the foreign runners as well as to the participants of the endurance by the acceptance of their commitment. FMB licensed riders participate in the event in all sprint events with the start number listed on their 2018 license for the same sprint class.

The confirmation of commitment to the event will be notified in writing or by e-mail following the data in possession of the organizer and according to the date of registration.

#### **Art. 5 – Admitted categories**

Categories	Remarques	Licences
Endurance Classic > 1982	Model year until 1982	<b>1 Event license authorized !</b>
Endurance Post Classic > 1994	Model year until 1994	
IPC		
Classic Evo		
Supersport 600 junior	Counts for BeNeCup	<b>Yearly license mandatory !</b>
Supersport 600 Inter	Counts for BeNeCup	
Superbike Junior	Counts for BeNeCup	
Superbike Inter	Counts for BeNeCup	
Sidecars F1	Counts for BeNeCup	
Sidecars F2	Counts for BeNeCup	
Belgian Twin Light	Registration & payment via <a href="http://www.belgiantwintrophy.be">www.belgiantwintrophy.be</a>	
Belgium Twin Thunder	Registration & payment via <a href="http://www.belgiantwintrophy.be">www.belgiantwintrophy.be</a>	
IRRC – SSP & SBK	Registration & payment via <a href="http://www.irrc.eu">www.irrc.eu</a>	

Machines must imperatively be approved by FMB's Sportcode and technical specifications available on [www.fmb-bmb.be](http://www.fmb-bmb.be)



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## Art. 6 - Subscription

The subscription fee gives right to access bracelets (rider and guest) and is:

Price	Category	Amount of bracelets
195 €	Solo category (Belgian Championship & BeNeCup)	<u>3 bracelets:</u> 1 rider + 2 guests
165 €	IPC 125 - IPC 250 – Classic EVO	<u>3 bracelets:</u> 1 rider + 2 guests
250 €	Side-cars	<u>5 bracelets:</u> 2 riders + 3 guests
320 €	Classic & Post-Classic Endurance	<u>5 bracelets:</u> 2 riders + 3 guests

+ 2 car pass **for each rider**

The participants of the **Belgian Twin & IRRC** categories must be included on the list of the competitors in this category and the payment must be done to the promoter of each category.

Cfr : [www.belgiantwintrophy.be](http://www.belgiantwintrophy.be) or [www.irrc.eu](http://www.irrc.eu)

The entry form has to be completed on the website [www.circuit.be](http://www.circuit.be), **on the 13rd July 2018 at the latest.**

After this date, online registrations won't be possible anymore!

For subscriptions and payments on the track (in the limit of places available in every category), riders will have to pay their entry ticket at the main entrance. These entry tickets won't be deducted of their subscription fee !

**NB** : Registration will only be approved when the correct entry fee has been received.

The payment will be done before the 13<sup>rd</sup> of July 2018, preferably via Paypal or Hipay (credit cards AND debit cards = Bancontact). As soon as the subscription is completed, riders will instantly receive their confirmation by email and also their entrance tickets via Ticketscript.

Bank transfer is inadvisable because it is not immediately seen and access tickets won't be sent instantly.

Pilots must have their proof of payment to present themselves at the Welcome Pilots, for the various tests of the ASBL Circuit de Chimay (Copy of the bank statement). This point is very important and especially for latecomers and drivers who paid at the last minute.

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In case of cancellation of the entry of the rider before the 13<sup>rd</sup> July 2018, the organizer will refund 50% of the participation fee. After the 6<sup>th</sup> July, the rider will not be refunded.

Any rider forced to cancel his registration because of serious illness or death, will be refunded 95% on proof of a medical certificate.

As regards the **Classic and Post-Classic Endurance**, the request of commitment will have to be in possession of the organizer before **June 29<sup>th</sup>** and will be necessarily accompanied of minimum **2 different pictures** of the engaged machines with the fully completed **data sheet** (see attachment). The organizer reserves the right to refuse the commitment without giving a justification.

### **Art. 7 – Access to paddocks**

The paddock area will be accessible from Wednesday July 26<sup>th</sup>, from 10:00.

Upon their arrival on the site, the rider and mechanics (and **only** them) must show their e-ticket at the entrance, it will be scanned and provide access to the paddocks.

**Please note**, tickets contains unique barcodes, when scanned, they are no longer valid. **Reproduction of these is useless.**

For reminder, these e-tickets are instantly sent on participant's e-mail adress after the payment via Paypal or Hipay has been received. The participant has to print his own tickets and distribute them to his companions BEFORE the event!

If a companion hasn't received his e-ticket and decides to pay at the entrance, it **will NOT be refunded** under presentation of the e-ticket after his entrance on the site!

If the registration is not settled before the deadline payments, namely the 13<sup>th</sup> July 2018, rider will not receive their e-ticket and will have to pay their entrance tickets to access the site. Rider and guests will have to pay a normal entry at the paddock's entrance that will not be credited from their registration!

**Every settlement of VIP tent or trading activity must be subject of a request written to the host at least four weeks before the event.**

Any circulation of children on minibikes is strictly forbidden in the paddocks.



## **Art. 8 - RIDERS WELCOME: Administrative Verification**

The Riders Welcome is no longer installed on the outside of the site, but on **the first floor of the control tower in the paddock.**

It will be accessible as follows:

- **Thursday 26 July 2018** : 10.00hr till 12.00hr and 13.30hr till 22.00hr
- **Friday 27 July 2018** : 07.30hr till 12.00hr and 13.30hr till 22.00hr
- **Saturday 28 July 2018** : 7.30hr till 13.00hr

After check, organizers will give:

- Form for technical inspection
- **«Rider» and «Track Access» bracelets**
- Confirmation of the race number

«Rider» and «Track Access» bracelets grant only access to the pit-lane and the «parc-fermé». It is valid **only** if shown with the weekend bracelet!

**Access to the «parc-fermé» will be refused to the riders without the specific bracelet**

## **Art. 9 - Technical Inspection**

Technical Inspection is compulsory for the motorcycle and for the equipment of the rider. It is in the small tent next to the parc fermé.

Every motorcycle must be submitted to the technical inspection at least one hour before the time scheduled on their category for first trials.

**A sound emission check on every machine is SYSTEMATICALLY scheduled.**  
 (cfr FMB 2018's «Road Race» and «Classic Bike» technical regulations)

It will be accessible as follows:

- **Thursday 26 July 2018** : from 17.00 hr till 21.00hr
- **Friday 27 July 2018** : from 8.00hr till 20.00 hr
- **Saturday 28 July 2018** : from 8.00hr till 10.00hr

## **Art. 10 – Briefing**

A briefing is provided and compulsory at these schedules at the big tent :

**Endurance** : Friday 27 July 2018 at 11.30hr

**All other categories** : Friday 27 July 2018 at 12.15 hr

The briefing is obligated for every pilot and teammanager Endurance.

## **Art. 11 – Progress of the event**

The progress of the races of championship of Belgium is governed by the sports code FMB-BMB.

**ATTENTION:** At the start of the 1st training session, an official car will be riding in front of the riders during 2 rounds. The riders will be riding in one line behind the official car!!!

Overtaking is **strictly forbidden** during these laps.

Unsafe behavior or to not follow this procedure can result in a penalty or up to the definitive exclusion of the offender without refund.

The progress of the Classic & Post-Classic Endurance is stipulated in attachment.

**At the end of every round, or practice, the pilots will return in the paddock via the pit lane by finishing their tour, in a normal speed without stopping on the track.**

## **Art. 12 – Environmental concepts**

Each rider has to have an «**environmental carpet**» conform to the legislation law, it has to be placed under the machine permanently.

Carpets will be available at the tower of control for 25.00 €.

Each rider will receive a trash bag that has to be closed and dropped in one of the metal containers in the paddock.

Each participant is responsible and is requested to take back its used oil and other hydrocarbon waste in order to eliminate them by their own care. (There is no special drain oil container available on the site).

All overrule concerning this will be severely punished (exclusion of the meeting).

## **Art. 13 – Speed limit**

Speed limit is scheduled at maximum:

- in the pit lane: 60km/h
- in the paddock: 20km/h

It is strictly forbidden for children below 16 years old to ride a motorcycle at the paddock. A helmet is compulsory, according to the law.

## **Art 14 – Rules modifications**

The SR can be exceptionally modified by the Race Director. Changes will be notified to the riders before the practice sessions and before the race by a display at the Tower of Control.



## Art. 15 - Claims

Every complaint must be in written and handed over to the Race Director in accordance with the rules determined by the Belgian Regulations «Road Race» & «Classic Bike» for the season 2018.

## Art. 16 - Prices

There is no pricemoney scheduled.

## Art. 17 - Address

Circuit de Chimay A.S.B.L. : Rue de Poteaupré, 5 B-6464 Bourlers

Open days :

Tél : + 32 60 210 429

Fax : + 32 60 21 47 23

Email : [info@circuit.be](mailto:info@circuit.be)

Technical and sport informations **after 18.00 hr** :

Alain Doncq : +32(0)60/21.41.76 or +32(0)495/522.295

Website : [www.circuit.be](http://www.circuit.be)

## Art. 18 - Officials

**Race Director:** Kurt Vanborm

**Organiser:** Alain Doncq

**Responsible "Welcome":** André Guiot

**Responsible "Timing":** Chronolux

**Responsible Scrutineering:** Daniël De Frenne

Read and approved  
by Kurt Vanborm  
on the 26<sup>th</sup> of april 2018



## ATTACHMENTS :

### 1. Endurance Post-Classic :

#### 1.1. Scheme of the races:

The race takes place in a single round of 3 hours on Saturday at the end of the day following the established timeschedule. Each team consists of 2 pilots on a single bike. Each rider must have ridden at least 1/3 of the total time of the training sessions. Each rider may not ride more than 40 consecutive minutes and more than 2/3 of the total course time. Each rider must attend the briefing (s). The Saturday briefing is mandatory for all riders and team managers.

#### 1.2. Motorcycles admits:

##### Category «Endurance Classic»:

The motorcycles must comply with the technical requirements of the FMB Classic Bike regulation, this means a displacement of 500 to 1200cc in 4-Stroke or 350 to 750 in 2-Stroke and of manufacture of 1982 maximum.

##### Category «Endurance Post-Classic»:

More recent motorcycles (max 1994) will be accepted after examination of the application commitment by the organizer's selection committee with separate classification. Each team can present 2 motorcycles at the technical control, the 2 motorcycles must compete in the same class. The team can perform the training on the motorcycle of their choice, even alternately, but after the Warm-up, the unrestrained bike can no longer be used.

Each team must be equipped with an approved transponder compatible with the current system. day of the event and / or available for rent. Attention, in case of change of the motorcycle during the training, do not forget to transfer the transponder.

**Tires with specification DOT for use on public roads are allowed. Slicks and Rain tyres «NOT DOT» are forbidden. Heating blankets are forbidden in all circumstances.**

#### 1.3 Starting grid:

A starting grid will be established by the organizer according to the times achieved at the training. The start grid will be of the "Le Mans" type. The motorcycles that have to be pushed to get started, will be placed at the back of the starting grid.

#### 1.4 Start procedure:

A reconnaissance lap starts when the pilots exit the parc fermé, and is immediately followed by the warm-up lap. At the end of the warm-up lap, the motorcycles will be put on the starting grid. The typical departure "Le Mans" is given by the national flag.

#### 1.5 Race and refueling:

##### THE SPEED IN THE PIT LANE IS LIMITED TO 60KM/H

At relays, refueling is allowed only in the pit lane, at the location designated by the organizer to each TEAM, and may be executed after any other mechanical intervention on the motorcycle is been done. There can't be more than 4 persons simultaneously (pilots included) in a radius of 2 meters around the bike during refueling.

This refueling can only be done with closed containers. Tank filling in the pitcher is forbidden in the pit area. The refueling will be carried out on a non-running engine and the motorcycle must be crutched. The person who does the refueling must be entirely covered and wear a helmet. Another mechanic also fully covered and helmeted (or the second rider) will stand ready to intervene with a fire extinguisher of min 6kg.

The most caution is required. Any dangerous behavior will result in an immediate exclusion of the team. The finish is at the end of the 3 hours of races, perhaps reduced according to the circumstances of the day.



**1.6 Neutralization:**

There is no safety car and therefore no special procedure. In case of incident, the race will be neutralized by red flag. At the presentation of the red flag, the motorcycles enter the pit lane and rank in 2 files according to the classification of the moment following the indications of the Racedirection, the bikes will be crutched. NO INTERVENTION IS ALLOWED ON **MOTORCYCLES during this "red flag" period**

**1.7 In attachment, the technical data sheet must be completed for each bike and must send by email with 2 photos to the organizer not later than June 20, 2018**

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### 1.7 Datasheet motorcycle endurance Classic & Post-Classic

	Exemple	Your specifications
Engine brand	Suzuki	
Chassis brand	Morena	
Year of manufacture	1980	
Chassis number	MOR0123456	
Engine number	41H-123456	
Total displacement	998	
Number of cylinders	4	
cycle (2 or 4 times)	4	
Front tire dimension	110/80 x 19	
Rear tire dimension	140/70 x 18	
Wheel type	5 spokes	
Type of front brake	2 discs	
Num of piston front brake / clamp	4	
Type of rear brake	Drum d 200	
Type and diameter of the front discs	260mm fixed	
Brand and / or type of fork	Showa	
Diameter of guns	38mm	
Engine power	120cv	
Maximum speed	250 km/h	
<b>Summary chart of the bike:</b> Preparator: Owner: Rider 1 Name - Surname Palmarès Rider 2 Name - Surname Palmarès		