



## *Calendar 2012*

- ***EYBIS 4 hours of Magny-Cours***
  - 20-21 April 2012 FR
- ***EYBIS 2 hours of Brno***
  - 3 June 2012 CZ
- ***EYBIS 3 hours of the Nürburgring***
  - 5 August 2012 DE
- ***EYBIS Assen 250***
  - 8 August 2012 NL
- ***EYBIS 500 km of Portimao***
  - 5-6 October 2012 PT

# ***Guidelines – Condensed version***

- You can participate at 1, 2, 3, 4 or all 5 races;
- Open for:
  - Teams:
    - With 2 or 3 pilots;
    - With 1, 2 or 3 motorcycles of at least 600 cc;
    - If:
      - there's only 1 bike in the team, the size of the tank is free (an endurance tank of 24 liters iso the rather standard 18 liters is allowed);
      - there are more than 1 bikes in the team, the tank of every bike has to be the original one;
  - Riders: 20 years or older, no license required;
  - Non-professionals;
- One competition, with 2 rankings: – 850 cc / + 850 cc
- Good insured endurance competitions type “Club race”
- Minimum 50 % of the competitions at Magny-Cours and at Portimao take place in the dark (“Night experience”), with lighting on the circuit and on the motorcycle!
- The 4 best results of each team / pilot count for the final standings;
- Price per team for the “*EYBIS 4 hours of Magny-Cours*” = 990 € (= 495 € per pilot)
  - Includes:
    - Half a pitbox per team;
    - Transponder (timing system);
    - Insurance;
    - 640' racing time per team;
  - Lap times:
    - Laps faster than 1'49” during QP (qualifying practice) and 1'50” during the race are not allowed (ride through penalty for every lap that is faster than this);
    - Advised minimal (qualification) lap time = 2'05 (during the race, a (slightly) slower lap time is allowed”;
- Prices and other modalities for the other races will follow ASAP;

# Guidelines – Complete version

## 1. Orientation

- a. At the moment that this version of these – preliminary and concise – “guidelines” of the powerTrophy, and more specifically also the “*EYBIS 4 hours of Magny-Cours*” (November 2011) is written, it’s exactly 7 years ago that EYBIS has been started;
- b. After initially having organized only weekend circuit events on the French idyllic Mas du Clos (in the meantime unfortunately closed), we soon grew to the bigger tracks;
- c. Meanwhile, EYBIS became a quality organization for safe and pleasant circuit events, mainly on GP circuits, mostly during weekends;
- d. The “*EYBIS concept*” consists mainly of:
  - i. Great, well insured events on top circuits, on good dates;
  - ii. A passionate, friendly team of staff and coaches (= Team EYBIS);
  - iii. A (safety)briefing before the start of every event - in different languages – during which among other things mutual respect and gentlemen riding are encouraged;
  - iv. User-friendly, clear time schedules that – in terms of timing - are actually respected;
  - v. A very popular “*family tour*” on the circuit, at the end of the first day of the event;
  - vi. A reception / drink, at the end of the first day of the event, after the “*family tour*”, during which everybody can have a friendly chat with everybody, and from time to time resulting in a real party ;-)
- e. Loyal to the EYBIS slogan (“*Enjoy Your Bike In **Safety***”), we have always been – for safety reasons - as impartial as possible to races;
- f. In 2010, we could not resist to organize 2 sprint races during the EYBIS event on the Czech GP circuit of Brno. Despite some thrilling moments during both starts (in both races, someone’s motorcycle stalled during the start, which can be extremely dangerous ...), this tasted for more ...
- g. Begin 2011, the conviction grew that we could offer an extra dimension to our participants by safeguarding our beloved *EYBIS concept* on one hand and by integrating – additionally and non-committal - a race on the other hand;
- h. During the 2011 season, we brainstormed about:
  - i. What kind of race would be most recommended (in terms of safety (start a.o.), fun-factor, sensation-experience, integration in the time schedule without impacting the existing *EYBIS concept*, etc.): sprint or endurance?
  - ii. Integration of the race(s) in the time schedule;
  - iii. The best starting procedure compromise from a safety and a sensation-experience point of view;
  - iv. Feasibility – on the circuits that have the necessary infrastructure – of organizing a part of the race (if endurance would be chosen) in the dark (= “*night experience*”);

- v. Structure in which the race(s) would take place: club races or races with a license;
  - vi. Insurance aspects;
  - i. Finally, we came to the conclusion that an endurance race:
    - i. On a GP circuit;
    - ii. With:
      - 1. A so called “*Le Mans start*”;
      - 2. “*Night experience*” (= the second part of the race in the dark);
      - 3. A “*lower limit*” in terms of allowed lap times;
- is what is necessary to obtain a fantastic compromise between:
- iii. *Safety*,
  - iv. *Sensation-experience*,
  - v. *Fun-factor*,
- j. Why this combination:
  - i. Endurance: in an endurance race, a safer and less aggressive driving is – usually - adopted than during a sprint race of 11 or 12 laps;
  - ii. GP-circuit: meets per definition the highest F.I.M. safety standards, which is not the case on smaller and cheaper circuits;
  - iii. Le Mans start: is much safer than a stationary start (very dangerous if your motor stalls!), but yet has a bigger sensation-experience than for example a “*rolling*” start;
  - iv. Second part of the race in the dark (“*Night experience*”):
    - 1. Normally, this sensation-experience is almost exclusively reserved for the pilots of the Endurance World Championship.
    - 2. Integrate this aspect of racing in our “*EYBIS 4 hours of Magny-Cours*” a.o., which is meant for amateurs iso. professionals, is **unique**;
  - v. “Lower limit” in terms of allowed lap times:
    - 1. Making the fastest toppers ride in the same race with occasional riders or amateurs leads to irresponsible speed differences.
    - 2. Precisely these speed differences are an enormous potential danger, or even the biggest danger during races.
    - 3. This can only be avoided by either not allowing slower amateurs, or by excluding the fastest pilots.
    - 4. We choose – besides safety – mainly for the fun of racing, and not for lap records.
    - 5. That is why during the “*EYBIS 4 hours of Magny-Cours*”:
      - a. <sup>1</sup>It is not allowed to establish lap times under 1’50” per lap<sup>2</sup>.
        - i. This is the lap time of what can be considered as a very fast “amateur”.

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<sup>1</sup> In order not to be run “*upside-down*” by the professional pilots, that are excluded from the EYBIS powerTrophy.

<sup>2</sup> Laps that are faster than this time will cause a so called “ride through penalty”.

- ii. For comparison: Freddy Foray<sup>3</sup> realizes 1'41" per lap. We want to discourage riders of this level to participate in the powerTrophy.
- b. A lap time of 2'05" (during the day) is advised as the "recommended minimal lap time" (during qualifying practice),

## 2. Situation

- a. As an amateur circuit rider that wants to participate in races, until 2011 you couldn't register for races that had the following characteristics:
    - i. **Safety above all:**
      - 1. Safe GP circuits;
        - a. No street circuits;
        - b. No small, cheap circuits that have no F.I.M. safety homologations of the highest level;
      - 2. Limitation of the speed differences between participants;
        - a. Lower limit for the fastest allowed lap time;
          - i. Amateurs and (semi-)pros do NOT race together;
        - b. "Advised" – feasible – minimum lap time;
          - i. No unpleasant "pressure", but awareness of everyone's sense of responsibility NOT to participate if really too slow;
      - 3. Big "gentleman riding" and "fun on track" grade;
        - a. More important than lap records;
    - ii. **A lot of race time:** Endurances instead of sprint races;
      - 1. No big investments in time and finances for other, too short races;
      - 2. No 8 or 24hr competitions – like eg. in the World Championship Endurance – that aim too high in many areas;
    - iii. **Big sensation-experience:**
      - 1. "*Le Mans*" start, like the World Championship Endurance pilots start in the:
        - a. 24hrs of Le Mans;
        - b. Bol d'Or (= 24hrs at Magny-Cours);
        - c. 8hrs of Suzuka;
        - d. 8hrs of Doha / Qatar;
        - e. 8hrs of Albacete;
      - 2. "*Night experience*": half of the race in the dark, so you can experience what the Endurance Championship riders – eg. During the Bol d'Or at Magny-Cours – experience.
- b. EYBIS wants to fill this gap from 2012 on with the "powerTrophy".
  - i. The first developed race of this powerTrophy is the "*EYBIS 4 hours of Magny-Cours*", that takes place on friday-saturday-sunday 20-21-22 April 2012.
  - ii. Other races on GP circuits will follow ASAP and will be included in the next version of this document;

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<sup>3</sup> Since 2008 associated with – and sponsored by – EYBIS; 3-time winner of the Bol d'Or (2009-2010-2011) and 2010 world champion endurance.

### 3. Mission

EYBIS will allow the amateur circuit riders – that (would) love to race – with the powerTrophy to experience the funniest facets<sup>4</sup> of the World Championship Endurance in a safe<sup>5</sup>, feasible<sup>6</sup> way.

### 4. Execution

- a. Calendar and team participation prices 2012:
  - i. 20-21 April 2012 - “EYBIS 4 hours of **Magny-Cours**” FR – 990 €
  - ii. 3 June 2012 – “EYBIS 2 hours of **Brno**” CZ – 390 €
  - iii. 5 August 2012 – “EYBIS 3 hours of **Nürburgring**” DE – 490 €
  - iv. 8 August 2012 – “EYBIS **Assen** 250” NL – 450 €
  - v. 5 – 6 October 2012 – “EYBIS 500 km of **Portimao**” PT – 990 €
- b. Supplementary possibility to :
  - i. Standard, there is already a bunch of free and qualifying practice time in the powerTrophy concept;
  - ii. But if you wish to practice / ride even more, this is possible on the following dates / tracks (enrolling via the [EYBIS.com calendar](http://EYBIS.com)):
    1. Sunday 22 April 2012 Magny-Cours
    2. Friday-Saturday 1-2 June 2012 Brno
    3. Tuesday 7 August 2012 Assen
    4. Sunday 7 October 2012 Portimao
- c. Lap times 2012
  - i. Magny-Cours
    1. Not faster than 1’50”
    2. Advised minimum qualifying lap time 2’05”
  - ii. Brno
    1. Not faster than 2’14”
    2. Advised minimum qualifying lap time 2’31”
  - iii. Nürburgring
    1. Not faster than 2’10”
    2. Advised minimum qualifying lap time 2’27”
  - iv. Assen
    1. Not faster than 1’47”
    2. Advised minimum qualifying lap time 2’01”
  - v. Portimao
    1. Not faster than 1’54”
    2. Advised minimum qualifying lap time 2’10”
- d. What happens if you are too fast?
  - i. Each lap which has been too fast, has a STOP and GO penalty as consequence;
  - ii. Riders who know from themselves that they are too fast, are kindly asked to not enrol themselves for the powerTrophy 2012;
- e. Where / how can you situate those lap times?

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<sup>4</sup> GP circuits – Le Mans start – Night experience.

<sup>5</sup> Limitation of speed differences between the participants – Safe circuits – High “gentleman riding” and “fun on track” grade.

<sup>6</sup> No 24hr, but maximum 4hr or 500 km races.

- i. To determine the higher lap times, we have based ourselves on the following:
    1. Our experience with lap times on the different tracks where we ride / organise since many years;
    2. A mathematical calculation:
      - a. As the fastest authorised lap time: the fastest lap time of the pilot who – on each concerned track – finished 5th in the race of the 2011 European Championship Superstock 600 (= with standard 600 cc engines) + 5 %;
      - b. As advised minimum qualifying lap time: the fastest authorised lap time + 13 %;
  - ii. Just for info, and as a comparison, we ‘ve placed below the best lap times of the superpole of the world championship SBK 2011; and the best lap time – during the race – of the pilot who finished 5th in every respective race during the 2011 European Championship Superstock 600;
    1. Magny-Cours
      - a. Superpole SBK 1’37,490
      - b. 5th in the ST6 race 1’45,414
    2. Brno
      - a. Superpole SBK 1’58,580
      - b. 5th in the ST6 race 2’08,402
    3. Nürburgring
      - a. Superpole SBK 1’54,144
      - b. 5th in the ST6 race 2’04,204
    4. Assen
      - a. Superpole SBK 1’35,292
      - b. 5th in the ST6 race 1’41,728
    5. Portimao
      - a. Superpole SBK 1’41,712
      - b. 5th in the ST6 race 1’48,997
- f. Technical regulations
- i. To be admitted, the motorcycles have to meet the following conditions:
    1. Be a sporty motorcycle, with a minimal displacement of 599 cc;
    2. Be in an impeccable, technically perfect condition;
    3. Contain no antifreeze in the coolant;
    4. Noise level:
      - a. No limitations on the tracks of:
        - i. Brno;
        - ii. Portimao;
      - b. (Theoretical) maximum of 102 dB on the tracks of:
        - i. Magny-Cours;
        - ii. Nürburgring;
      - c. Real maximum of 101 dB(A) on the track of:
        - i. Assen (in practice: only a standard exhaust, or a replacement exhaust with dB killer, by

- preference combined with an air filter which absorbs dB's) will work over there);
5. Have a headlight and a taillight:
    - a. Beam in the front (“phare(s)”), linked to the alternator and with a minimal power equal to the original strength (by preference even more!) Tip: replace your standard lights with halogene lamps;
    - b. Mandatory taillight, without a brake light, attached as far in the back of the motorcycle as possible;
  6. No rear view mirrors;
  7. No – or taped – indicators;
  8. A clearly legible number, in the front and the back of the bike (all bikes of the same team have to have the same number);
- g. Technical inspections
- i. Only the motorcycle has to be presented by a member of the team;
  - ii. The lower fairing will have to be disassembled by a team member during the technical inspection.;
  - iii. The required equipment of every pilot – one-piece leather suit, helmet, boots gloves, big back protector, all EU approved – will be verified at random, the day before the endurance race;
- h. Team requirements
- i. Each team has to consist of:
    1. 1 team manager<sup>7</sup>;
    2. Minimum 2 and maximum 3 pilots of at least 20 years of age;
    3. Maximum 5 crew members (helpers)<sup>8</sup>;
  - ii. Every pilot has to wear the following – CE certified - equipment during the race:
    1. one-piece leather suit;
    2. back protector, large model;
    3. full face helmet;
    4. motorboots type “circuit”;
    5. gloves;
  - i. Time schedule: can be found on [www.powerTrophy.com](http://www.powerTrophy.com) (choose your language, and click on the logo or date of the concerned race);
  - j. Race development
    - i. Mandatory briefing:
      1. The briefing:
        - a. Is mandatory and reserved for all:

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<sup>7</sup> This can also be one of the pilots.

<sup>8</sup> “Maximum” implies NO minimum number of crew members. The minimum team structure can just be 2 persons – both pilots – of which one is also team manager, and the one that doesn’t start, is the “helper” that holds the bike during the start procedure. If such a small team prefers to ride with 1 bike (iso each pilot with his own bike), the pilot change (during which the bike also has to be filled with gas, as described in this document) will have to be studied and trained thoroughly in advance.

- i. Team managers;
      - ii. Pilots;
    - b. Will take place at a place and a time to be determined (will at the latest be communicated during the administrative formalities in the paddock);
  2. During the riders briefing, all the necessary explanation and important information will be given to the team managers and the pilots about:
    - a. The Le Mans start procedure;
    - b. The flags;
    - c. The race development;
    - d. The intended duration of the resp. stints;
    - e. The way to change rider and transponder;
    - f. Filling up of the motorcycle;
    - g. Podium ceremony;
    - h. Miscellaneous
  3. As well at the begin as at the end of the briefing, a list of names will have to be signed by every:
    - a. Team manager;
    - b. Pilot;
  4. Pilots who were not present during the complete briefing (the signed presence list counts) will not be authorised to start the race, without any refund;
- ii. Le Mans start procedure:
1. The fastest qualified of both pilots of every team is the one that has to start;
  2. Alignment in the pitlane:
    - a. 30' before the start, the team that got pole position, positions the motorcycle of their fastest pilot at the end of the pit lane, right in front of the red light;
    - b. Next, all teams line up their bike that will start behind the pole sitter in order of qualification (an official will accompany);
    - c. The lineup of the motorcycles has to be done by a crew member of each team, without starting the engine (this means pushing);
    - d. 22' before the start:
      - i. The line up in the pit lane has to be finished;
      - ii. There will be:
        1. A sound signal;
        2. A sign "**Pilots @ Bikes**" will be shown in the pit lane – and in front of all pit boxes – that will incite pilots to walk – helmet on – to their motorcycle, sit themselves down on it, but without starting it;
    - e. 20' before the start:
      - i. There will be:
        1. A sound signal;

2. A sign “**Engines ON!**” will be shown;
      - ii. At that moment, all pilots will start their engine, without activating the throttle needlessly;
3. Sighting lap:
  - a. 19’ before the start, the red light at the end of the pit lane will pass to green;
  - b. After that, all the pilots that are lined up in the pit lane, leave the pit lane one by one, with a 2” interval, to the circuit;
  - c. There will be 1 sighting lap at a “average” speed, during which:
    - i. There will be NO overtaking;
    - ii. A distance of approximately 50 m has to be kept between the bikes;
  - d. Teams that did not take their place before the start of the sighting lap will have to start from the pit lane, after all the participants has started and the red light at the end of the pit lane passed to green;
  - e. Once the pit lane has been left, there can be no more changing of motorcycles and the bikes cannot be filled up;
  - f. After the sighting lap and until the sign “ 3’ “ is shown, there still can be:
    - i. A tire change;
    - ii. Repairs;
4. Line up on the starting grid: after the sighting lap, the pilots line up their bikes slowly, one by one (will be accompanied by officials):
  - a. Along the pitwall;
  - b. In an angle of 45° with the start/finish line;
  - c. With a distance between each motorcycle of 2m;
  - d. And will the bike be taken over and held by a crew member of each team;
5. Two warm-up laps:
  - a. 13’ before the start, a sign “ 5’ ” will be shown, after which the countdown to the start of the two warm-up laps will begin;
  - b. 11’ before the start, a sign “ 3’ “ will be shown, after which:
    - i. Only:
      1. The pilots that will start;
      2. One crew member of each team that will hold the bike;
      3. One umbrella girl;Can stay on the starting grid.
    - ii. All the others will leave the starting grid immediately;

- iii. The pilots that will start, go to the other side of the road;
  - iv. Each (e.g. technical) intervention on the motorcycle is not allowed anymore;
  - c. 8' before the start, a sign " **1'** " will be shown, after which:
    - i. Now also the umbrella girl leaves the starting grid;
    - ii. The only people left on the starting grid – per team – are:
      - 1. The crew member that holds the bike;
      - 2. The pilot that stands on the other side of the road, in front of his bike;
  - d. 7,5' before the start, a sign " **30''** " will be shown;
  - e. 7' before the start, the red lights above the starting grid will switch to green, after which every pilot:
    - i. Runs to his bike;
    - ii. Starts the engine;
    - iii. Begins the 2 warm up laps;
  - f. Is – even after immediate help from the crew member – a pilot does not succeed to start his engine, the bike has to be pushed into the pits and the pilot has to start from the pit lane (after the light at the end of the pit lane is switched to green);
  - g. During the 2 warm up laps:
    - i. A vehicle of the race direction follows the riders;
    - ii. A sign " **1 Lap** " will be shown when the start/finish line is crossed after the first warm up lap;
6. After the second warm up lap:
- a. The pilots are awaited by an official with a red flag at the level of the start/finish line;
  - b. Every pilot stops at the level of his starting position;
  - c. Every pilots stops his engine;
  - d. All motorcycles are aligned again at the same place and in the same way as before the start of the two warm up laps;
  - e. Will an official with a green and an red flag be positioned at the end of the starting line / pit wall:
    - i. The red flag will be used to forbid a rider that arrived after the official car of the race direction to take his place, but to align in the back of the starting grid;
    - ii. The green flag will be used to – as soon as everyone (riders and bikes) are correctly positioned – to make clear to the starting official that bikes and pilots are ready for the start;

- f. The starting official will, after having seen the green flag that will be waived by the official at the end of the starting grid, warn – by radio - the official with the red flag on the start/finish line to leave his spot;
  - g. 1' before the start, and combined with a sound signal, a sign “ **1'** ” will be shown;
  - h. 30" before the start, and combined with a sound signal, a sign “ **30"** ” will be shown;
  - i. At the moment of the start, the red lights above the starting grid will switch to green and every pilot will:
    - i. Run towards his bike;
    - ii. Start his engine and starts the race (the engine has to be started using only the technics of the bike, in other words : no help from outside is allowed);
  - j. If a pilot doesn't manage to start his engine, than – from the moment he considers it's safe to do so and by waiving the green flag - the race director allows a crew member of the team to push the bike;
    - i. If this isn't enough to start the engine, the marshals / officials will push the bike immediately and via the shortest way to the pits;
    - ii. After the first passage - in front of the pit exit - of all the normally started pilots, the red lights at the end of the pit lane will switch to green, after which the pilots that for some reason are (still) in the pit lane, can start;
- iii. Pitstops;
- 1. For teams with 1 bike
    - a. The speed in the pit lane is limited to 40 km/hr.;
    - b. Arriving at the pit box of the team, the engine has to be turned off;
    - c. If there is maintenance to be done on the engine – other than filling up with gas, changing brakes or tires – the bike has to be put in the pit box;
    - d. Before filling up, the bike has to be put on the rear paddock stand;
    - e. The pilot cannot stay on the bike during the filling up;
    - f. Filling up and other technical interventions cannot be done at the same time;
    - g. Every team has to have a crew member that is responsible for fire safety. This person has to have a fire extinguisher (minimum 9 kg). The fire safety responsible has to:
      - i. be present during the filling up, with the fire extinguisher in his hand, 100 % operational (= ready) to intervene;

- ii. wear a helmet, as well as gloves and an overall;
  - h. Not allowed systems for filling up:
    - i. Where gas is in contact with the open air;
    - ii. Whit pressure;
  - i. Every team has to have a quantity of fine cement and a broom to – in case of spills – clean up gas and oil in the pit lane in front of their pit box;
  - j. Procedure to continue the race (after filling up and after changing pilots):
    - i. Pilot steps on the bike;
    - ii. Crew member takes away the paddock stand;
    - iii. Pilot starts the engine with the start button;
    - iv. Pilot leaves again (max. speed in pit lane = 40 km/hr.);
    - v. The bike cannot be pushed to start it;
- 2. Additional rules for teams with more than 1 bike
  - a. If a bike of the team is on the circuit, the other bike(s) will have to be filled up in the pit lane (not in the pit box);
  - b. Other interventions have to be done in the pit box;
  - c. After filling up, the bike has to be put in the pit box again;
  - d. With every pit stop where there is a change of bike, a change of pilot has to be done too;
  - e. While changing bikes, only the pilots can come into action, no other crew members;
  - f. Procedure for changing bikes and pilots:
    - i. Pilot that wants to be replaced:
      - 1. Drives into the pit lane;
      - 2. Stops in the pit lane in front of his pit box;
      - 3. Turns off the engine;
    - ii. Pilot that is going to ride the next stint:
      - 1. Puts the bike of his colleague (after the engine is turned off) on the paddock stand;
    - iii. Pilot that just finished racing:
      - 1. Steps down of his bike and pushes the bike of his colleague out of the pit box;
    - iv. Pilot that is going to ride the next stint:
      - 1. Puts his own bike on the paddock stand;
      - 2. Gets on his bike;
    - v. Pilot that just finished racing:
      - 1. Moves the transponder from his own bike to the bike of his colleague;
      - 2. Takes the bike of his colleague off the paddock stand;

- vi. Pilot that is going to ride the next stint:
  1. Starts his bike and leaves (max. speed in the pit lane = 40 km/hr.);
- iv. Procedure in case of crash or technical problems
  1. Riders that crashed – and cannot continue the race (technical or medical problem) – wait for medical assistance or the “safety crew” of the circuit.
    - a. These will bring rider and transponder back in;
    - b. If the rider has to be evacuated for medical care:
      - i. The transponder will be returned to the team, so the teammates can continue the race;
      - ii. He can join his team again after the race doctor agrees;
  2. In case of a technical problem or a breakdown on the circuit, the rider has to position his bike in such a way that it isn't an obstacle for the other riders;
    - a. After this is done, he can – possibly, and only with the means he disposes of – try to solve the problem and/or repair his bike;
    - b. If the rider cannot solve the problem and/or cannot repair his bike, he has to wait for assistance of the “safety crew” of the circuit.
      - i. These will bring the pilot and the transponder back in;
      - ii. The teammates can continue the race;
      - iii. There will be no repatriation of the motorcycles during the race;
- v. Procedure in case of a stoppage of the race, followed by a new start
  1. If the normal progress of the race has become impossible, and the safety of the riders could be at risk, the race director can decide to stop the race by waving a red flag or switching the red lights on;
  2. From that moment on, the riders have to slow down immediately and enter the pit lane;
  3. The first rider that enters the pit lane, has to line up on one side at the end of the pit lane (will be indicated by an “official”). The other riders will follow one by one, and will each line up one place less far in the pit lane;
  4. As soon as an official gives the sign, maximum 2 crew members per bike can:
    - a. Put the bike on its paddock stand;
    - b. Put on the tire warmers;
      - i. Without generator or electrical connection;
      - ii. Only to make tires cool down less fast;
    - c. Give their riders something to drink;
  5. It is not allowed:
    - a. To stop at the pit box;

- b. Let approach more than 2 crew members near the motorcycle;
  6. During this procedure, the timing is not stopped and the rules of the race are still valid;
  7. Re-start
    - a. This is done with a flying start;
    - b. At the end of the pit lane, a sign will be shown with the number of warm up laps (1 of 2);
    - c. As soon as the red light at the end of the pit lane is changed to green, the riders will leave the pit lane one by one, in the order they entered it and they lined up. This will be accompanied by (an) official(s);
    - d. The pace is determined by the rider that entered the pit lane first (and thus leaves it first);
    - e. It is not allowed to overtake during this warm up laps;
    - f. When approaching the last part of the circuit before start / finish line, the first rider will slow down to allow the other riders to regroup;
    - g. At this part of the circuit, yellow flags are waved to summon the riders to be extra careful and to slow down;
    - h. From the moment the lights at the start / finish line switch back to green, the restart is given;
- vi. “Stop & Go” procedure
  1. During the race, the rider that gets a “Stop & Go” penalty will be notified with a sign “STOP & GO” that will be shown along the start / finish straight, together with his number, to indicate that he must enter the pit lane to stop and wait for 15 seconds in the “penalty zone”. After that, he can continue his race;
  2. Once the team of the concerned rider is notified of the penalty, the sign “STOP & GO” and the number of the rider will be shown at the level of the start/finish line;
  3. If this sign has been shown 5 times and the rider still does not stop, the black flag will be shown and the race will be over for the team;
  4. It is not allowed – during the execution of a “Stop & Go” penalty – to stop also at the pit box(es);
- vii. Flags and lights
  1. The most important (= flags and lights that are used to signal information on one hand, but on the other hand – and especially – also signal instructions (= “orders”))
    - a. Yellow flag
      - i. Shown unmoved: “obstacle” alongside of the circuit;
      - ii. Shown waving: “obstacle” on the circuit;
      - iii. Reduce speed and not allowed to overtake;
    - b. White flag

- i. There is a slow vehicle, ambulance or a similar vehicle on the circuit.
      - ii. If shown waving, it indicates that the rider will meet the vehicle on that section of the circuit;
      - iii. Overtaking of the vehicle is allowed;
      - iv. Overtaking of other riders is not allowed;
      - v. From the moment such a vehicle stops on the circuit, the white flags are to be kept, AND the yellow flags have to be shown;
    - c. Red flag or red light
      - i. Can be shown at the end of the pit lane, or on the circuit;
      - ii. If shown on the circuit:
        - 1. Slow down;
        - 2. No more overtaking;
        - 3. Enter the pit lane ASAP;
      - iii. If shown at the end of the pit lane: exiting the pit lane is not allowed;
      - iv. At the end of the sighting lap, AND at the end of the warm up laps, this flag has to be shown unmoved on the starting grid;
    - d. Black flag
      - i. This flag:
        - 1. Is used to signal instructions to one specific rider;
        - 2. Has to be shown unmoved, in combination with the number of the concerned rider;
        - 3. During a competition, the team of the rider has to be informed immediately (ideal = in advance);
- 2. The informative
  - a. Green flag
    - i. The track is free from all danger.
    - ii. This flag will be shown unmoved at:
      - 1. Every post during the:
        - a. First lap of each training session;
        - b. Sighting lap;
        - c. First lap of the warm up lap;
      - 2. The post on the level of which the yellow flag was shown, immediately after the situation that lead to the yellow flag is over;
    - iii. This flag can be shown waving:
      - 1. By the marshal to indicate the start of the warm up laps (can be replaced by green lights);

2. When the pit lane is open, at the end /exit of the pit lane (can be replaced by green lights);
  - b. Green light(s): if part of the infrastructure (if not, replaced by green flags) these must be lit to start the:
    - i. Training session(s);
    - ii. Warm up session(s);
    - iii. Sighting lap;
    - iv. Warm up lap;
  - c. Yellow flag with red stripes
    - i. Changed (read: reduced) grip or adhesion – on this part of the circuit – due to other reasons than rain;
    - ii. This flag must be shown unmoved;
  - d. White flag with red diagonal cross
    - i. Raindrops on this part of the circuit;
    - ii. This flag must be shown unmoved;
  - e. Blue flag
    - i. This flag:
      1. Must be shown waved;
      2. Signals to a rider that he's on the brink of being overtaken;
    - ii. The concerned rider must:
      1. Stay on his line
      2. Slow down progressively to allow the faster, overtaking rider to pass him;
  - f. Black / white checkered flag: must be shown waved at the level of the start / finish line to indicate the end of the session or the race;
- viii. Podium
  1. 15' after the end of the race;
  2. For the "*EYBIS 4 hours of Magny-Cours*", the official podium (lit) is used, in other words the same that is used for the World SBK and for the Bol d'Or of the Endurance World Championship;
- k. Sanctions
  - i. If the team is sanctioned, this will be notified ASAP to the concerned team manager, who – if necessary (e.g. a "*Stop & Go*") – executes it immediately;
  - ii. The general rule during the powerTrophy is that the violation of almost every rule will lead to a "*Stop & Go*";
  - iii. Race management is sovereign in its judgment concerning these sanctions and can even – as ultimate (coercive) measure – exclude a team from the race;
- l. Standings
  - i. All standings will be based on the 4 best results of every team / rider;
  - ii. All motorcycles ride together during the same race(s);

- iii. There is no distinction between the teams with one or more bikes:
  - 1. Teams with 1 bike have the advantage to be allowed to use an endurance gas tank (= more volume), and any quick-fill system they can use, but they have the disadvantage that they can only fill up after the pilot that was riding has returned to the pit;
  - 2. Teams with several bikes have the advantage that they can fill up the bikes that are not on the circuit, so during the pilot's change, there is no time lost. Yet they have the disadvantage that they have to ride with the original tanks (= disadvantage in terms of volume), and that they have to respect very strict rules for the pilot's change, which causes also a time loss;
- iv. There are 2 standings for the race result(s), the podia, and the final standing(s) powerTrophy:
  - 1. – 850 cc
    - a. 600 cc, 675 cc and 750 cc bikes + the Ducati 848;
    - b. Are also housed in the – 850 cc category:  
Ducati 916, 955, 996, 998 and 999;
  - 2. + 850 cc
- v. Distribution of points per race, based on the obtained spot in each category at the finish of the race:

1	50	11	15	21	5
2	40	12	14	22	4
3	32	13	13	23	3
4	26	14	12	24	2
5	22	15	11	25	1
6	20	16	10		
7	19	17	9		
8	18	18	8		
9	17	19	7		
10	16	20	6		

- i. Journalists, VIP's, guests, sponsors, partners and EYBIS team members that participate in the competition of the powerTrophy, will occur in the standings as "Guest", and will get no points;
- ii. An additional 5 points – per race – are awarded (no distinction per category) to the following teams:
  - 1. The team that comes from the furthest:
    - a. The resp. distances of the resp. domiciles of each of the pilots to the circuit where the race is run, are aggregated, and then divided by the number of pilots of the team;
    - b. The team manager of the team that wins these points has to confirm the resp. domiciles – that were registered digitally during the online enrolments - of

- the pilots at the race direction with an identity document that shows this domicile;
2. The team with the biggest difference in age between the youngest and the oldest pilot: the team manager of the team that wins these points, has to confirm the resp. ages – that were registered digitally during the online enrolments - of each of the pilots at the race direction with an identity document that shows this age;
  3. The team with the highest average pilot's age;
  4. Each team with at least 1 female pilot.
  5. Each team of which ALL “crew members” (team members) wear a uniform team outfit (e.g. T-shirts, sweaters, caps, etc.) during the whole weekend with the following print:
    - a. The name of the team;
    - b. The logo (if any) of the team;
    - c. The “powerTrophy 2012”-logo<sup>9</sup>;
    - d. On top of this, another 5 points are awarded if all team members wear T-shirts during the whole race weekend that mention one of the following words:
      - i. Team manager;
      - ii. Pilot;
      - iii. Crew;
    - e. It is of course the idea that only 1 person wears the “Team manager T-shirt” and that maximum 3 persons per team wear a “Pilot T-shirt”;
    - f. Every person's first name on the T-shirts is nice, but does not provide additional points;
  6. Every team that – during the online registration procedure – used the optional possibility to *order / pay* 2 sets (2 front and 2 rear tyres) DUNLOP D 211 GP Racer tires (in other words 1 set per pilot). The compound is “soft” at the front and “endurance” at the rear (with this “option” during the enrollment, there is no other choice of compound available).
- iii. Only the points that are distributed based on the result of the race are taken into account for the podium of the concerned race. The additional points only count for the final standings of the powerTrophy, as well as – while awaiting the end of the race season – for the intermediate standings in the powerTrophy which will be up-to-date available at all times on [www.powertrophy.com](http://www.powertrophy.com) ;
    - i. For the powerTrophy end rankings (see also below), all obtained points for every race, will be multiplied by a coefficient;
      1. Those coefficients are the following:
        - a. Magny-Cours: 4;
        - b. Brno: 2;

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<sup>9</sup> This logo can be downloaded from [www.powertrophy.com](http://www.powertrophy.com) , in a vector (.ai) format, which means that this can – without loss of quality – be enlarged or reduced as much as necessary;

- c. Nürburgring: 3;
- d. Assen: 2;
- e. Portimao: 4;

m. Prices

- i. At the end of the “powerTrophy 2012” season, there will be 3 standings:
  - 1. Final standings of the - 850 cc class;
  - 2. Final standings of the + 850 cc class;
  - 3. “Open” standings
    - a. In this standings, the – and + 850 cc classes are put together;
    - b. The joining of both classes will be done, based upon the points, collected during the whole season (= sum of the gained “race“ and “additional” points) ;
    - c. The result of this way of combining both classes is that the participants in the – 850 cc class are not disadvantaged against the participants of the + 850 cc class;
    - d. This way, the overall winner of the “open” class will be either be the overall winner of the – 850 cc class or the overall winner of the + 850 cc class.
    - e. It’s the most “dominant” winner of either one of these classes that will be the winner of the “open” class.
    - f. Example: a Yamaha R6 of 2005 (that won the – 850 cc class ) – could have always ended behind a Ducati 1198 S of 2011 (that won the + 850 cc class), but might have gained more points in its (- 850 cc) class than the (faster and more expensive) Ducati gained in its (+ 850 cc) class. the R6 can have won all races – in its class – while the Ducati ended “only” 4° once, and yet still won the + 850 cc class. It’s also possible that the winner of the – 850 cc class won more “additional” points than the winner of the + 850 cc class, etc.
- ii. For the – and + 850 cc class, there will also be – besides the podium after each race for the 3 highest finished teams in each of the classes – a podium for both final standings:
  - 1. – 850 cc class: podium for the first 3 teams in their class, with a cup for each of the 6 pilots;
  - 2. + 850 cc class: podium for the first 3 teams in their class, with again a cup for each of the 6 pilots;
- iii. For the “open” class, there will only be a podium with awards (instead of a cup ceremony) at the end of the season for the teams that ended in the top 5:
  - 1. To be determined.
  - 2. T.b.d.
  - 3. T.b.d.
  - 4. T.b.d.
  - 5. T.b.d.

- iv. This “*final standings-podium-ceremony*”, cup and awards ceremony will take place immediately after the “*EYBIS 500 km of Portimao*”, on Sunday 7<sup>th</sup> October 2012 in Portimao, on one of the following locations and time:
  - 1. Either at noon in the paddock, near the pool;
  - 2. Either in the evening, in the fantastic, attractive beach club “NoSolo Agua” ( [www.nosoloagua.com](http://www.nosoloagua.com) ), situated at the marina of Portimao, at walking distance of the hotel Jupiter<sup>10</sup>. In case this location / time (evening) would be chosen, it will be combined with a cozy walking diner buffet;
- v. The different pilots that are eligible for a price and/or a cup are expected to be present at this “*final standing-podium-ceremony*” and cup and prices distribution<sup>11</sup>. In case of absence of both pilots of a price- and/or cup-winning team:
  - 1. Both cups – in case it concerns 2 cups – will be transferred to the both pilots of the team that ended right behind. If the pilots of several “*cup winning*” teams would not be present, the distribution of these cups is shifted one spot in the final standings;
  - 2. The concerned price – in case it is a price – will be allotted between the teams of which both riders are present;

## 5. Administration

### a. Enrolments:

- i. Online via [www.powertrophy.com](http://www.powertrophy.com)
- ii. Private club race
  - 1. To participate in the powerTrophy endurance races, it is not necessary to have a license;
  - 2. The powerTrophy endurance races will be organized under a – well insured – private event.
  - 3. The private nature of these events implies that:
    - a. There is no intervention of motorsport unions and/or federations;
    - b. We can determine our own rules (e.g. exclusion of too fast riders, own way of scoring, etc.);
    - c. The access to the paddock will be guarded day and night;
    - d. Only the team members that were specified during the enrollment procedure will get a marked and dated wristband that is necessary to get access to the paddock (it will be possible to change / update the names of the team members online until 10 days before the event);

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<sup>10</sup> Hotel Jupiter ( [www.hoteljupiter.pt](http://www.hoteljupiter.pt) ) = the hotel where the complete EYBIS team, as well as most of the participants of the EYBIS event @ Portimao, stay every year. Prices for a double room, incl. free WIFI in the room and a breakfast buffet for 2 persons, was – for EYBIS customers – in 2011, 44 € per room per night. Hotel Jupiter is located on the dike of Portimao (so with sight on sea).

<sup>11</sup> Both pilots of every price and/or cup winning team;

- e. There is no public allowed;
- iii. EYBIS reserves the right to refuse an enrollment without having to motivate this refusal;
- b. Insurance(s)
  - i. A part of the standard enrollment amount for a team covers an insurance “*civil liability mechanical sports*” for all team members<sup>12</sup>, for physical injury and material and economical losses for a maximum fixed amount of 3.000.000 € per loss or injury<sup>13</sup>.
- c. General provisions
  - i. EYBIS has the right to finetune / update this document where it seems necessary. The version and date of the concerned document, can always be found on top of each page of it;
  - ii. The word “*Trophy*” emphasizes the *gentlemen riding* and the *good atmosphere* that is the main intention of this club championship;
  - iii. The maximum speed in the pit lane is – at all times – 40 km/hr;
  - iv. This document describes the:
    - 1. Modalities according to which EYBIS organizes the powerTrophy;
    - 2. Regulations that imply to all participants of the powerTrophy;
  - v. Every participant is responsible that the whole team peruses (thoroughly) the modalities, written in this document;
  - vi. Rights
    - 1. EYBIS and its partners reserve the rights to use all results and any images (photo / video) for advertising, commercial, communication and/or marketing purposes;
    - 2. Every participant of the powerTrophy will:
      - a. Respect all the sponsoring and/or partnerships of EYBIS and agrees that EYBIS and its partners use its image and results for advertising, commercial, communication and/or marketing purposes;
      - b. At his/her enrollment confirm to be free of any similar arrangement with a third party in order to be able to live up to the modalities of this document;
    - 3. Without explicit approval of EYBIS, no brand, company, organization and/or association – that is not a partner of the powerTrophy – can use the logo and/or the results of the powerTrophy for advertising, commercial, communication and/or marketing purposes.
  - vii. To be hosted in the “– 850 cc class”, all bikes of the team must be part of this class. In case one of the bikes belongs to the “+ 850 cc class”, the whole team will be hosted in the “+ 850 cc class”;

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<sup>12</sup> One is a member of a team if – at the latest 10 days before the concerned race, online via [www.powertrophy.com](http://www.powertrophy.com) – he/she was nominative specified as a team member according to the planned method and specified place (either during the enrollment procedure, or afterwards via the “My page” of the concerned team).

<sup>13</sup> For everything concerning the insurance matters, only the original policy text is legal.

- viii. Maximum number of allowed teams
  - 1. “EYBIS 4 hours of **Magny-Cours**” - 57
  - 2. “EYBIS 2 hours of **Brno**” - 60
  - 3. “EYBIS 3 hours of **Nürburgring**” - 60
  - 4. “EYBIS **Assen 250**” - 40
  - 5. “EYBIS 500 km of **Portimao**” - 50
- ix. Cancellation(s)
  - 1. EYBIS judges – after having taken notice of the reason(s) for annulation(s) – *in good conscience*, if the annulation can be considered as “*reasonable*” and “*justified*”;
  - 2. If an annulation is considered as reasonable and justified:
    - a. An annulation- and administrative cost of 70 € per team (or in other words maximum 35 € per pilot) will be charged;
    - b. EYBIS will create in the “My page” of the concerned team, 4 vouchers for an amount, equal to the paid enrollment fee minus the annulation and administrative cost. These vouchers will be valid until the end of the following season. The EYBIS enrollment system accepts for:
      - i. Individual enrollments for all the EYBIS “free riding” events, 1 voucher per enrollment;
      - ii. Team enrollments for the powerTrophy, maximum 2 vouchers per enrollment;
- x. All possible conditions and/or situations that are not described in this document, will be solved by EYBIS according to the principle of “*humanity*” and “*common sense*”. There is no appeal against these “*solution decisions*”;

## 6. Logistics

### a. “EYBIS 4 hours of Magny-Cours”

- i. Pit box
  - 1. For the “EYBIS 4 hours of Magny-Cours”, every team will dispose of half a pit box from Thursday evening 19<sup>th</sup> April 2012, from 7PM;
  - 2. Every pit box will be divided in length in 2 pit boxes;
  - 3. During the online enrollment procedure, every team will have the opportunity – if desired – to indicate next to what other team they will have their pit box. If both resp. teams mention each other, priority will be given to these requests;
  - 4. A guarantee of 100 € will be asked for. This will be refunded after leaving an emptied, cleaned and undamaged half pit box;
- ii. Gas
  - 1. In the paddock of Magny-Cours, there is a gas station where you can pay with a credit card. This gas station is available during the whole powerTrophy event.
- iii. Catering

1. Right behind the pit boxes, a snack bar with hamburgers, french fries, spaghetti and different kinds of drinks will be open until 11.30PM;
- iv. Last minute shopping
  1. Those who need to shop during the event, can do this in the supermarket at Magny-Cours;
- b. Other races: to be continued in the following version(s) of this document;

**7. Questions, constructive comments or suggestions?**

Do not hesitate to:

- i. Mail to [frank@eybis.com](mailto:frank@eybis.com);
- ii. Phone + 32 476 691 091;