



# **2025 Endurance Regulations**

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These class regulations are in addition to the National Sporting Code and standing regulations of the ACU and the MERS UK supplementary regulations. Championship conditions, technical regulations and any other final instruction issued. Or official announcements made.

### **1. Machines**

All Machines must comply with ACU 250-500cc four stroke single or twin cylinder solo production and formula class standing regulations. They must also comply with the MERS UK technical regulations.

Honda CB500 machines have their own regulations. CB500 machines that do not conform to those regulations will be classed as modified and should be entered into the event under the Sportbike 500 regulations.

### **2. Eligibility**

#### **a. Rider Eligibility**

Riders must be members of MERS UK to enter the Championship. Membership is £20 annually or £10 per meeting.

Riders must hold a valid ACU, SACU licence. Or European FMN Licence (subject to production of written start permission and proof of Insurance to FIM minimum standards).

The Clerk of the Course or their representative is the final arbiter, regarding rider eligibility and acceptance.

#### **b. Team Eligibility**

1. Pure Endurance Teams must consist of a minimum of 2 riders up to a maximum of 6 riders with 1 bike per team.
2. Relay Endurance Teams can run more than 1 bike with one transponder per team.

All teams will be eligible for points, trophies and event prizes.

Each team must nominate a Team Principal, as the point of contact for the team.

### **3. Classes**

- a. Honda CB500 as per regulations
- b. Any other 250 - 500cc four stroke twin or single cylinder road-based machine

No two stroke or non-production-based machines.

All machines must be from a recognised manufacturer. For road use, with a minimum of 100 production units to be eligible.

### **4. Tyres**

All machines with treaded tyres must have a minimum of 1.6 mm tread depth.

All manufacturers are permitted.

Race compound wet tyres are permitted.

## **5. Practice and Qualifying Options**

The timings for all practice sessions will be published on the event timetable and confirmed during the compulsory riders briefing.

The commencement of the practice/qualifying session will be controlled by the start officials.

The pit lane will open at the start of the practice session. And shall remain open throughout. Unless indicated otherwise by the start officials.

The session duration will allow not less than 10 minutes ride time for each team member. Qualifying will be 60 minute approx. continuous session where teams can send riders in any order, a maximum of one rider may be on circuit at a time and the qualifying result will be in the order of the fastest lap time completed by the team.

Endurance Relay teams are only allowed one rider and bike on track at any one time. These timings will be used to decide each team, starting grid position. Armbands of different colours will be issued to each rider for the purpose of identification. These must be worn around the arm nearest to the pit wall at all times including the practice/qualifying session.

A waved chequered flag, will indicate the end of the designated practice/qualifying session.

## **6. Race Start Procedure**

- a) Pit lane will open 10 minutes before the designated race start time. It shall then remain open for 5 minutes.
- b) When open, riders are permitted to utilise the pit lane to access the grid. All machines and required team members (Rider plus one additional team member) must be on the grid, prior to the pit lane closing.
- c) An additional team member, shall be responsible for holding the machine, whilst on the grid.  
This team member must be wearing full leathers, correctly fastened. Boots and helmet before making their way to the grid as directed by the start line officials. Any additional team member failing to comply with the dress requirements. Will be refused entry to the grid.
- d) Numbered grid markers shall be placed on the track, against pit wall  
Each team should position their machine, at 45-degrees angle against the pit wall. Adjacent to their respective grid marker based on the teams qualifying position.
- e) A 3-minute board will be shown. Indicating that the warmup lap will start in 3 minutes.
- f) A 1-minute board will be shown. Indicating that the warmup lap will start in 1 minute.
- g) A green flag will indicate the start of the warm-up lap.  
Riders must proceed on the warm-up lap in grid order. If any rider experiences a technical issue on the grid, they must raise their hand.

The grid position behind, is then permitted to pass and commence their warm up lap.

- h) On completion of the warm up lap. Riders must return to their respective grid marker.

The machine must be lined up a 45-degree angle against the pit wall. And the engine switched off.

The machine must now be supported by the additional team member. Using both hands. Whilst standing directly behind it.

- i) The rider must cross the track. To take up a start position at the edge of the tarmac. Opposite their machine.

Any riders intentionally delaying the start, will receive a time penalty

- j) Once all riders are in position, the official with the red flag will leave the front of the grid.

The red start lights will go on and will remain on for up to 5 seconds. If no lights are available. The national flag will be raised, in clear view of the grid. The starting signals will be confirmed during the riders compulsory briefing.

- k) When the lights go out/national flag is dropped. Each rider must cross the track, take control of their machine, and commence the race by starting the engine and leaving the grid.

- l) Any team whose machine will not start. Must wait until the starter displays a board bearing the word "PUSH" before assisting the rider to start the machine.

- m) All additional team members must leave the track immediately.

No additional team member shall be permitted to remain on the track. And must be behind the pit wall prior to the lead machine completing the first lap.

N.B. The start procedure may be accelerated by the Clerk of the Course without prior notice at any time; however, the order of the procedure will remain the same.

## 7. Definitions

- a) Pit Lane.

Pit Lane is defined by a white line at the entrance with a 50 kph speed limit board (50 in a red circle) and by a white line at the exit with a 50 kph de-restriction board (50 in a red circle with a red line through it.)

- b) Riding Time.

Riding time is defined as the time between a rider entering the circuit, from pit lane. Until that same rider exits the circuit back into pit lane

- c) Competing.

Competing is defined as having one rider in contact with the machine on circuit.

A rider changing in pit lane. Or returning to the pit lane following an incident. With the required number of team members remaining that would enable the team to continue. Endurance Relay - returning to the pit lane with a transponder following an incident, with the required number of team members and machines remaining that would enable them to continue

Exception: If the race is stopped due to track contamination or suspected contamination from a machine that can be identified. That team will not have been judged to have been competing at the time of the interruption.

- d) Team Principle.

The Team Principle is a designated person within a team (can be a rider). They shall be responsible for ensuring that all team entries are completed correctly, before each event closing date. They shall be the single point of contact for their team. Prior to and during the event.

### **8. Rider changes**

Rider changes must be completed on the apron outside the pit garage.

### **9. Pit Stops for refuelling**

Pit stops for fuel during practice and race, must be performed as per the regulations and procedure below.

The person responsible for the refuelling of the machine MUST be wearing either.

Full length, fire retardant overalls. Gloves, balaclava and safety glasses/goggles.

Or one piece race leathers, correctly fastened. Gloves, boots and full face helmet with the visor down are acceptable.

The designated refueler must have access to an appropriate fire extinguisher.

Throughout the entire duration of the refuel procedure

All fuel containers, must be portable and of a suitable construction. Open containers are not permitted.

Refuelling systems such as ATL or Acerbis are permitted, providing they are leak proof.

Each fuel container must be clearly marked PETROLEUM SPIRIT-HIGHLY FLAMMABLE. (Pit garages will be subject to spot checks throughout the event. Any team found with unmarked/unsuitable fuel containers will receive a penalty.)

### **Refuel Procedure – Pure Endurance**

1. Rider enters the pits and observes the 50kph speed limit. On arriving at your pit garage apron area turns engine off and dismounts.
2. The machine MUST be supported on a rear paddock stand before any refuelling commences.
3. Only the designated refueller, may be in contact with the machine, until fuelling is complete.
4. Once complete and paddock stand removed. The new rider gets on the machine, the paddock stand is removed and engine started. The rider pulls away safely and observes the pit lane speed limit of 50kph.

### **Refuel Procedure – Relay Endurance**

Refuelling is not allowed in pit lane, all refuelling must take place within the teams allocated pit box, paddock area or awning. Motorcycles must carry sufficient fuel to complete the allocated rider session. Machines must be on a rear paddock stand during refuelling.

Note. The original cap may be replaced to allow the use of a 'quick fill' type fuel valve. The new fuel tank cap must have no more openings than that of the homologated machine.

## **10. Race Neutralisation**

Safety Car - The Safety Car may be deployed at any time in front of the leader under the direction of Race Control.

All riders are expected to understand the following procedure:

1. Safety Car Flags (Red Flag with White Diagonal Cross) will be displayed at all marshal posts.
2. NO OVERTAKING PERMITTED and pit lane exit will be closed.
3. Pits boards around the circuit will display the current race leader's number.
4. The only exception to this, shall be if the leader is in pit lane, when it is closed. In this circumstance, the number of the highest positioned rider currently on circuit, will be displayed.
5. The designated rider must reduce their speed immediately, to create a sterile area in front of them. And to allow riders behind, to bunch up.
6. Race Control will deploy the safety car in front of the designated rider.
7. The Safety Car will enter the circuit with ROOF LIGHTS FLASHING. An Intervention Vehicle may be deployed ahead of the safety car.
8. Riders must form a single line behind the safety car. They must not overtake it.
9. Riders in pit lane when the exit is closed. Will be held in single file at pit exit until the last rider has passed. This includes any rider that enters pit lane, during the safety car intervention.
10. The pit lane will reopen for 20 seconds, to enable the held riders to rejoin the circuit. Any riders who fail to exit the pit lane, within the 20 second window. Will be held until the last rider passes pit lane exit again.
11. Race control will indicate the incident has been concluded, by instructing the safety car to extinguish its roof lights. All marshal points will display the number zero, on a pit board. Beside the safety car flag.
12. The safety car will then leave the circuit at the end of its current lap.
13. A waved green flag will be shown at the finish line, to indicate the race has resumed.
14. No overtaking is permitted until the lead rider crosses the start/finish line.

## **11. Interruption of a race**

If less than 3 laps have been completed. A full race restart, shall be conducted (Time permitting)

Riders will receive a 5-minute countdown. Prior to pit lane reopening.

If 3 laps or more has been completed. The race will be suspended. And the elapsed race time will continue.

Red Flag Protocol.

- a) If the race must be interrupted. All marshal points will display a RED FLAG.
- b) Riders must slow down. And be prepared to stop if instructed to do so.
- c) All on circuit riders must either return to the pits. Or comply with any instructions given by the marshals.

- d) Any team with their machine in pit lane at the time the red flag is displayed. Must stop any work being done on their machine immediately. The machine must then be placed on the garage apron, in clear view.
- e) Once in pit lane. Riders must form a single line against pit wall, or as directed by the race marshals.
- f) Engines must be switched off. Paddock stands may be used.
- g) No maintenance or refuelling may be conducted. Tyre warmers may be fitted. Generators or use of power from the garages is not permitted.
- h) A team wishing to conduct any maintenance on their machine. May do so by gaining authority from a race official, to remove their machine from the line. Any removals from the line, will incur a 1 lap penalty.
- i) If the stoppage is anticipated to be 15mins or more. A Tannoy announcement/ update of the timing screens, will be used to inform all teams.
- j) Once announced, teams may remove their machines from the line. And perform maintenance, refuel, fit tyre warmers. Within their garages, without penalty.
- k) Teams will receive a five-minute warning, prior to race restart. Riders and their machines must return to the pit lane. And line up as directed by race officials.

**Note**

Any team whose machine suffers mechanical failure, regardless of the cause, which results in the Clerk of the Course having to interrupt the race by means of red flag may be subject to a penalty of up to 3 laps.

**Restart if 3 laps or more has been completed.**

The race will be restarted under Safety Car conditions.

A one-minute board will be displayed to the pit lane. Indicating that tyre warmers and paddock stands must be removed.

The safety car will enter the circuit with ROOF LIGHTS FLASHING.

Riders must follow the Safety Car in order on to the circuit. NO OVERTAKING is permitted.

The safety car will complete a minimum of 2 laps.

Race control will indicate the race is about to restart, by instructing the safety car to extinguish its roof lights.

The safety car will then leave the circuit at the end of its current lap.

A waved green flag will be shown at the finish line, to indicate the race has resumed.

No overtaking is permitted until the lead rider crosses the start/finish line.

**Restart if less than 3 laps of the race have been completed.**

Pit Lane opens for 1 minute only.

Once on the grid, riders and additional team members must line up in their original grid positions. As described in Section 6. RACE START PROCEDURE.

Once the grid has formed up, a 30 second warning board, will be shown. To indicate the warmup lap, will start in 30 seconds.

A green flag will be shown to start the warmup lap.



The standard start procedure as stated in section 6 RACE START PROCEDURE then applies.

**The race cannot be restarted.**

If the race must be interrupted and cannot be restarted. Only teams competing at the time that the red flags were displayed. Will be classified.

**12. Riding time**

Each rider must change after 30 mins riding time and before 35 mins.

Rider change procedure as described section 8 – Rider Change. Must be complied with Any team failing to complete a rider change, with the 35-minute time limit. Will be subject to a penalty. In the form of lap reduction at the discretion of the Clerk of the Course.

Rider changes may take place at any time during the race. But no one rider may ride for a period more than the 35-minute time limit, in a single ride.

**13. Rider Identification**

Each rider will be allocated 1 coloured armband each. The rider must always wear this while on the bike or in pit lane on their arm closest to the pit wall when on track. Riders must not swap these arm bands under any circumstances.

**14. Penalty Procedure**

The Clerk of the Course or his/her representative will notify the team manager of any penalties. The reason for the penalty being issued and its duration.

This information will also be published on the timing screens.

Penalties will be at the discretion of the Clerk of the Course. But will be given in the form of lap number reduction.

This does not remove the potential for a rider to be black flagged where an infringement of the rules requires direct intervention. In such circumstances the black flag will be displayed motionless together with the rider's number. The rider must stop at the pits at the end of the current lap.

**15. End of a Race**

At the completion of the designated duration of the race, the leading rider will be shown the chequered flag at the finish line. The chequered flag will continue to be displayed to the subsequent riders.

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

After each rider has taken the chequered flag, they must proceed to pit lane, where Parc Ferme will take place outside the garages.

All machines must attend Parc Ferme.

Parc Ferme can take up to 30 minutes before the bikes are released.

Teams must return any hired transponder to the admin office within 30 minutes after the end of the race and return any armbands.

## **16. Race Results**

To be counted as a finisher in the race and be included in the results a team must have:

1. Completed 75% of the number of laps carried out by the winner of his/her class.
2. Cross the finish line on the racetrack (not in the pit lane) after the race winner.

## **17. Points System**

Trophies will be awarded to the first three finishers in each class per race subject to the number of entries received.

Points per race will also be awarded to create a season championship- 1<sup>st</sup> 30, 2<sup>nd</sup> 25, 3<sup>rd</sup> 21, 4<sup>th</sup> 18, 5<sup>th</sup> 16, 6<sup>th</sup> 15, 7<sup>th</sup> 14, 8<sup>th</sup> 13, 9<sup>th</sup> 12, 10<sup>th</sup> 11, 11<sup>th</sup> 10, 12<sup>th</sup> 9, 13<sup>th</sup> 8, 14<sup>th</sup> 7, 15<sup>th</sup> 6, 16<sup>th</sup> 5, 17<sup>th</sup> 4, 18<sup>th</sup> 3, 19<sup>th</sup> 2, 20<sup>th</sup> 1.