

Circuit de Mettet

25th & 26th May 2024

13th edition of the

4 HEURES DE LIEGE

Classics

In the scope of the 19th edition of the RAC TROPHY

SUPPLEMENTARY REGULATIONS

A.M.C RAC JUNIOR LIEGE



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4 HEURES DE LIEGE *Classics* 2024

Article 01 - Définition.

The Auto Moto Club RAC JUNIOR LIEGE are organizing the twelfth edition of the "4 HEURES DE LIEGE *Classics*", an European endurance event for "*Classic*" and "*Post Classic*" bikes as defined under appendix 01 of this supplementary regulations, which will take place on May 25 and 26, 2024.

Article 02 - Jurisdiction.

The event appears in the FIM calendar under number **195/01** and in the FIM Europe. calendar under number **76/204**. The event will be organized according to the rules of the sporting code of the "International Motorcycling Federation (F.I.M.)", of the European Motorcycle Federation (U.E.M.), the sporting code of the Belgian Motorcycle Federation (FMB) and the present supplementary regulations. All competitors, teams and riders are accepting to comply with these when applying for an entry

Article 03 - Circuit - duration.

The event will take place on May 25 and 26, 2024 on the closed circuit of Mettet, of a length of 2,280 Km. The circuit will be covered anticlockwise. Any attempt to use the circuit in the opposite direction will be sanctioned with immediate exclusion of the running motorcycle and the racing rider

Article 04 - Admitted motorcycles.

The motorcycles admitted in this event must comply with the technical regulation as defined in Appendix 01 of these present supplementary regulations.

Article 05 - Admitted Riders.

The race is open to all riders in possession of a Belgian national "Road Races Classics" license delivered by the F.M.B. for the current year or a European license for "Road Races Classics" European events delivered by the U.EM. for 2024 together with a start permission.

It's also possible to take part in this event under cover of a "one event" license for this race only.

Article 06 – Entry.

01. There is an exclusive entry form which must be used to apply for an entry to the "4 HEURES DE LIEGE *Classics*" 2024 called "DEMANDE DE PARTICIPATION", which have to be send at least on Friday 10 May 2024 to the following address :

"4 HEURES DE LIEGE *Classics*" - A.M.C. RAC JUNIOR LIEGE a.s.b.l. - Rue Edouard Wacken, 29 - B 4000 LIEGE - Belgique
Fax : +32 (0)4/252.19.34 - Email : info@racjunior.com

02. No entry fee will be asked to the Team Entrant, however they have to participate to the renting of the circuit following a rent of **590.00 €** inclusive of tax per each team.

Applications for entry are admissible if a proof of payment of the rent has been attached to the entry application.

The rent of 590.00 € has to be paid by bank draft (no cheque, no credit card), all bank fees paid by the payer (competitor) to the financial service of the A.M.C. RAC JUNIOR LIEGE :

A.M.C. RAC JUNIOR LIEGE a.s.b.l.
Rue Edouard Wacken, 29
B 4000 LIEGE - BELGIUM

BANQUE ARGENTA
RUE BUISSET, 76
B 4000 LIEGE - BELGIQUE

COMPTE N° : **IBAN : BE36 9730 5461 5781**
BIC : ARSPBE22

The date of receipt of an entry application is the actual date of payment.

03. 45 motorcycles will be allowed during practice sessions, but the maximum number of motorcycles allowed to take part to the **4 HEURES DE LIEGE *Classics*** 2024 is 40. The number of qualified teams for the race is also 40.

04. Competitors should mention the riders' names when sending their entry form. If this is not possible, the riders' names will have to be confirmed to the organiser by 10 May 2024, at the latest. After this date, the riders order (R1 - R2) will no longer be modified under pain of exclusion.

If accepted by Organising Committee, riders' names may be changed, modified or added at the latest on Saturday 25 May, 2024, within 60 minutes before the beginning of the qualifying practice.

05. The reception of the entry forms "Demande de Participation" will be closed by **Friday 10 May, 2024**. However, if at that time the number of entries has not reached the minimum determined by the Organising Committee, the closing date may be postponed. An extra rent of non refundable **70.00 €** inclusive of tax, will be applied for any entry form **received after 10 May, 2024**.

06. All Entry form received after 23th May 2024 will be refused.
07. The Organising Committee has full rights to decide about selecting or turning down any entry (even if received in due time) and this without any required justification.
08. Any competitor which team is duly booked within the foreseen delay who will not have received any refusal within the 96 hours after the closing date of entries will be considered as accepted.
09. Any decision taken by the organizing committee concerning the acceptance or refusal of an entry, for any reason and duly notified will be without appeal.
10. Entries will be accepted only under the provision that the organisers and their direct or indirect staff will not be held responsible for any damage to a rider or to his machine, at any time or place. In the same way, the organisers will not be held responsible for the theft of the motorcycle, its parts or accessories at any time or place.

Article 07 - Insurance.

According to the provisions of the Belgian law, the organizing Committee will subscribe an insurance with one or several agreed companies covering the riders' liability in case of accident happening during the race or practice sessions foreseen in the official programme of the event.

Article 08 - Access to the Facilities - Documents.

01. Access to the facilities will be possible from **Friday 24 May 2024 at 14:30**. All access documents will have to be produced at the paddock gate.
02. Access documents will be delivered at the "**Welcome Center**" situated above the old boxes of the old street circuit on :
 - **Friday 24 May 2024** : **from 14:30 till 23:00**.
 - **Saturday 25 May 2024** : **from 07:30 till 14:45**.
03. Access documents will be delivered at the Welcome Centre if the entry application has been accepted and if all the rent and eventual additional rent have been paid.
04. Upon arrival, all competitors will have to proceed to the "**Welcom Center**", situated above the old boxes of the old street circuit (Tél : ** 32 (0) 71771.00.84) where the administrative check-in will be carried out, access documents delivered, and the deposit of the bail of 300.00 € (see article 11) and the designation of the box.
05. The attention of all teams is drawn to the fact that it is strictly forbidden to fix tents, awnings, etc. by means of metallic stakes into the paddock tarmac surface and the earth banks around. It is also forbidden to use paint. The team will be charged for any infringement with the cost for the repairs or by the equivalent amount taken from their refundable guarantee cash.
06. Each competitor regularly entered in the "4 HEURES DE LIEGE Classics" 2024 will receive :
 - 9 (nine) access tickets per entered team ;
 - 2 passes for vehicles to "Jean D'Hollander" paddock exclusively reserved to trucks and maintenance structure
 - 2 passes for other vehicles to "Paddock B"
 The armbands together with the bracelets indicating a rider as 1 (Yellow) or 2 (Red) must be worn at any time and will be delivered at administrative check-ins after deposit of the bail (see article 11).
07. The parking places in paddock "Jean D'Hollander" will be attributed by the organizer. Each rider will only uses the designed places.
09. Any infringement in the use of access tickets, duly established by an official, will be penalised with a **750.00 €** fine, immediately payable. In case of no payment, the team will be excluded.
- 10. It is strictly forbidden to any person under age of 16 year to use a motor vehicle within the paddocks. In case of non-respect of such disposition the vehicle will be seized and the rider responsible of said person will be sanctioned.**

Article 09 - Pit allocation – Paddock allocation.

01. Pit allocation is the exclusive responsibility of the organiser. Following the available pit number, two teams or two motorcycles may have to share one same pit.
02. Not qualified teams will have to clear their pits by Saturday **25 May at 18:00**.
03. The access to the boxes will only be authorized after payment of the global bail (see art. 11 hereafter) at the sport secretary office.
04. It is strictly forbidden to set up electric wires or any other visible connections between the pits and the signalling wall.

Article 10 - Start number

01. Each motorcycles will be fitted with 3 number plates complied with appendix 03 to the present rules, and coloured as follow :
 - Class "**Classic**" black background and white figures;
 - Class "**Post-Classic**" white background and black figures.
02. The start number of the team will be communicated to the entrant at the same time as the entry confirmation.

Article 11 - Scrutineering.

01. Administrative scrutineering will take place at "**Welcome Center**" which take place above the old boxes of the old street circuit following this timing :
 - **Friday 24 May 2024** : **from 14:30 till 23:00** ;
 - **Saturday 25 May 2024** : **from 07:30 till 14:45**.

ALL the participants – competitors and riders – must be present at the Welcome Center before going with the bike to the technical scrutineering.

02. The timekeeping of the "**4 HEURES DE LIEGE Classics**" 2024 will be done with an electronic system based on the use of a transponder (AMB TRANX 260). These transponders will have to be hired at the sport secretary office at the price of **25.00 €** inclusive of tax and will have to be restituted at same office at latest on Sunday **26 May 2024 at 19:00**.
03. The presence of the competitor (the person who has entered the team), represented by the team manager, as well as all the two riders, is required for administrative scrutineering, to receive personally their respective bracelet – yellow rider 1, red rider 2.

Each team participating to the "**4 HEURES DE LIEGE Classics**" will have to pay a global bail deposit of **300.00 €** exclusively in banknotes or with credit card.

This bail covers the use and/or hiring of material and/or rooms during the event, such as boxes, armbands, etc...

The deposit will be restituted to the competitor at the end of the event, up to 18:30 at the latest on Sunday, May 26, 2024, either in total if the whole of the material are left in a perfect state, or diminished with the value of the damages caused.

04. The compulsory technical scrutineering will take place in the first box of the old street circuit (paddock side under the Welcome Center):
 - **Friday 24 May 2024 from 16:00 till 20:00** ;
 - **Saturday 25 May from 07:30 till 09:00**.

The riders have to produce their motorcycle and their personal equipment together with the technical form which will have to be duly stamped for accessing the closed park before the start of the training sessions.

Article 12 - Track access for motorcycles.

Even for the training as for the race, the access to the track happen directly from the boxes or from the pit lane.
Pit entering must take place through the pit lane.

Even at the end of the training sessions, as at the end of the race, all riders have to ride one more deceleration lap and take the pit lane to join the paddock. It is strictly forbidden to stop on the track after having got the chequered flag.

Article 13 – Practice - Qualification.

01. All training sessions are official and timed and, unless officially announced, scheduled as foreseen in appendix 02 to the present supplementary regulations.
02. Only the regularly entered motorcycles will be authorized to take part to the training sessions. In order to be qualified for the race, each rider must have completed, during the qualifying practice, at least 3 laps of the circuit. A crashed bike after scrutineering will eventually be replaced by another one warranted written agreement of the clerk of the race and technical scrutineering.
03. The organisers do not bear any responsibility as to accidents which might occur either during the race or during any of the practice sessions.
04. Each rider must also have a qualifying time which is equal or inferior to the average of the three best times of one of the two riders groups (rider 1, rider 2) plus 20 % in at least one of the qualifying practice sessions.

A qualified rider for the start whose co-rider is not qualified will be authorized to join another team warranted such team only has one qualified rider too or a rider is not able to take part due to medical reasons after a crash.

This change will be notified by the competitor welcoming this rider in his team to the sport secretary office at the latest on **Saturday 23th May, 2024 at 17:30**.

The list of qualified riders to the "**4 HEURES DE LIEGE Classics**" 2024 will be issued on Saturday 25 May 2024, half an hour after the end of the last qualifying practice session. A provisional starting grid will be drawn up on the basis of the average of the best times recorded on one lap by the riders (1 & 2) of each team, during the qualifying sessions. In case of a tie, the average of the 2nd best times will be taken into consideration and so on if a tie remains.

The bikes not fitted with an autonomous starter will be places at the end of the start grid following same rule.

The definitive starting grid will be drawn up and published at **19:30** Saturday 25 May 2024.

05. Practising is strictly forbidden at times other than the ones to be found in the official timetable. Any infringement will be severely sanctioned. It is also strictly forbidden to ride or drive any vehicle on the track outside the official sessions or races.

Article 14 - Equipment.

During practice and races, the riders have to wear equipment at least equivalent to those provided for at art. 03.03 of the Road Races Rules 2024 of the F.M.B. (Belgian Motorcycling Federation).

Moreover riders have to wear the armbands and bracelets provided by the organiser, which identify them as rider 1 or 2, **both during practice and the whole of the race.**

Article 15 - Fuel.

Fuel used by the competitors will comply with the stipulations of the relevant F.I.M. Code.

For the 2-stroke engines it is authorized to add a normal lubricant which will in no case increase the level of octane. Any infringement to this rule will lead to the immediate exclusion of the race.

Neither distribution nor sale of fuel is foreseen on site.

Article 16 - Races Timetable.

The race will happen following the attached time table at appendix 02 to the present supplementary rules.

Article 17 - Start.

The team manager and the two riders of each team must attend the whole of the Clerk of the Race's briefing on Saturday 25 May 2024 in the conference room on the first floor above the new boxes at 17:30 sharp. Identity of the team managers and of the riders will be checked before and at the end of the meeting.

Any infringement will be sanctioned with a "stop & go" procedure for each totally or partially absent person.

At the end of the briefing, the team manager have to communicate the rider to start the race.

The start twill be given in "Le Mans" style with the national flag and following the hereunder procedure :

- 1) Approx. 45 minutes before the start, the riders must get ready with their machine outside the track area;
- 2) 1 compulsory sighting lap

A Stop & Go penalty will be imposed to the teams who do not complete the sighting lap (see art. 22).

Approx. 15 minutes before the start, the riders will come onto the track and make immediately one sighting lap prior to taking up their places on the grid, engines dead.

On the grid, the motorcycles must be lined-up in a diagonal 45° echelon, on the edge of the track behind the start line. There must be a 2 m gap between each solo machine. Each motorcycle shall be held by an assistant.

The riders will have the possibility over a period of 5 minutes to start for the sighting lap. The countdown of these 5 minutes will be signalled at the place where the riders come onto the track with the 5', 4', 3', 2' and 1' boards as well as a horn. Once these 5 minutes have elapsed, the exit will be closed with a red flag.

- 3) Riders arriving after the closing and those who do not wish to make the sighting lap will have the possibility to go onto the grid in the 5 minutes following the riders' arrival who have just completed the sighting lap. To do this, they will have to follow the instructions of the starting grid officials.
- 4) After entering onto the track (approx. 30 minutes before the start), change of machines is strictly forbidden. Refuelling or changing fuel tank is not permitted until after the start of the race.
Spare motorcycles and spare engines must be taken away from the pit boxes.
- 5) Tyre changes and minor adjustments may be made on the starting grid until the 3 minutes board is shown.

After the sighting lap, the riders may choose to change tyres, on the grid, to suit the prevailing track conditions.

6) 2 compulsory warm-up laps

Two Stop & Go penalties will be imposed to for the teams who do not complete the warm-up laps.

Approx. 5 minutes before the warm-up laps, the following boards will be displayed accompanied by a warning:

- "5 minutes" board: beginning of the countdown
- "3 minutes" board: everybody, except the riders, 1 assistant and one person with an umbrella per rider, will leave the grid. No person (except essential officials) is allowed to go back on the grid at this point. All interventions on the motorcycles is forbidden. The grid and pit lane marshals must insure that this rule is respected.

The riders must tighten their helmet

- "1 minute" board: everybody, except the riders and the assistant who holds the machine, will leave the grid.

All riders must be in position, sitting on their machines.

- "30 seconds" board.
- Green flag: start of the warm-up laps. Each rider will start the engine and begin the warm-up laps. If a rider cannot start his machine, the Clerk of the Course, by means of the green flag, will authorise the assistant, as soon as he judges it possible, to push the motorcycle

If, even with the assistant's immediate help, the engine does not start, the machine must be pushed into the pit lane and the rider will make a delayed start from the pit lane exit.

- A Race Direction follows the riders.
- The last warm-up lap will be indicated to the riders by a board bearing the number 1.
- When the riders return to the grid at the end of the warm-up laps, the riders will stop their machine, each one at the spot which has been allocated to him, and they will stop the engine. Motorcycles must be placed in the same position as before the start of the warm-up laps.

Only one assistant per machine and riders who start are allowed on the grid.

- 7) At the end of the warm up laps, if a rider is in difficulty, he must return immediately to the pits. It is strictly forbidden for riders to go to the grid with the intention of delaying the start. If a rider is late arriving at the grid when the "1 minute" board has already been displayed, he must obligatorily head for the pits at moderate speed, where he will make a delayed start.
- 8) In the middle of the track, on the start line, a steward with a red flag will wait for the riders to arrive at the grid and remain there until the starter gives him the order to leave the track, after the green flag has been displayed by the steward at the end of the grid.

A second steward with green and red flags will be at the end of the grid:

- by displaying the green flag he indicates that the grid is ready
- by displaying the red flag, he stops a rider who has arrived late, after the Race Direction Car, and checks that this rider may start from a stationary position at the end of the grid and after the start or that he returns to the pits.

9) Start of the race

- 1 minute board "helmet" panel + horn: the riders must be in the circle opposite their own machine on the other side of the track.
- 30 seconds board + horn.
- National flag down : start. Each rider will run towards his motorcycle, start the engine and begin the race.
- Engine will be started by the rider alone by using a mechanical device on the machine. Any outside assistance is not authorised.

- 10) If a rider cannot start his machine, the Clerk of the Course, by means of the green flag, will authorise the assistant, as soon as he judges it possible, to push the motorcycle.

If, in spite of this intervention, a rider does not manage to start, the track marshals shall push immediately the machine to the pits (entry or exit depending which is nearer). The motorcycle can then be brought back to its pit under the control of a marshal. The rider will restart as soon as the machine is repaired.

- 11) After all the riders have passed the pit lane exit a delayed start with lights will be given to the riders waiting in the pit lane.

- 12) A rider who move or is not on his position opposite his own machine on the other side of the track, at the moment of the start of the race will be penalized.

Any infringement to the start procedure will be penalized with a Stop & Go procedure.

Article 18 - Driving time - Running Conditions of the Motorcycles.

01. A rider may drive at maximum during 2/3 of the race length (i.e. 02h40') and has to be taken over from the other rider after maximum **2 hours of driving time**. The driving time begins at the start of the race or during the race when the rider leave his pit and finishes when the rider come back at his pit or when he cross the finish line at the end of the race.

02. It is the responsibility of the competitor to begin the race with a machine in a good running condition and to maintain the machine in that condition during the race. Any mechanical failure altering the normal behaviour of the machine must be repaired before starting again, under penalty of exclusion from the race.

Article 19 - Leaving of a Motorcycle along the Circuit.

If a rider leaves its motorcycle along the circuit, even for a short time, he will be excluded from the race, except if it is due to a crash and the rider is taken away to the medical centre. If the Doctor in charge considers the rider fit to resume the race, he will be brought back to his motorcycle in a vehicle belonging to the organisation along the safety lanes, back to the place where he fell down.

Article 20 - Pit Stops.

01. Access of motorcycles to the pits only happens via the pit lane. When stopping at the pits, the riders must make sure they place their machines in front of their pit, as close as possible to it or even, if necessary, inside the pit.
02. If a rider rides into the pit lane, he must either stop at his pit or follow a penalty "Stop & Go"
03. If a motorcycle cannot start at the end of the pit lane, it must be pushed back to its pit, under to the orders of the pit marshals.
04. If a motorcycle stops at his pit for any reason, even for a mouthy information, **the engine has to be compulsory stopped** under a "Stop & Go" penalty..
05. After pit stopping, the rider may resume the race only if the light at the end of the pit lane is not red.
When the light is "flashing blue", access to the track is free but the riders should not impede the running or practicing motorcycles and riders in any way.

Article 21 - Pit Stops, refuelling and reparations.

01. A speed limit of 60 km/h will be enforced in the pit lane at all times during the event.
02. When a pit stop has to be made, it is compulsory to stop the engine. It can be started up, for a short while, for testing and adjustment.
03. In order to leave the pit again, once the driver is on his machine, 2 persons are allowed to push the machine. Alternatively, the rider can use the machine's starter.

The use of an additional battery is forbidden.

04. Only the team staff in possession of the appropriate credentials are permitted in the working area in front of their pit box immediately before working on the motorcycle. They must leave the pit-lane as soon as the work is finished. Apart from that time, the team staff cannot stay in the pit lane.
05. In the working area in front of the pit box, during the pit stop, only 4 clearly identified and accredited persons are permitted to work directly on the machine. If the rider takes part in the work, he will be included in these 4 persons. In case of loss or dysfunction of the transponder, an official is authorized to carry out the change.

When the work on the machine is carried out inside the pit box, the number of persons working on the motorcycle is not limited.

06. Throughout the race, refuelling (petrol and oil) and all other interventions can only be carried out in the pit allocated to the team
It is strictly forbidden and penalised by exclusion, to give any assistance to a motorcycle outside its appointed pit. Exception is made for the racing rider who can only use material or tools he might have on his motorcycle.
07. Before the start of the race the refueling devices will have to be approved by the technical commission marshals.
08. During the entire event (practices & races) refueling from a jerrycan or any other recipient with the fuel in the open air is forbidden. The refueling must be effected through gravity. Any system under pressure is forbidden. Refueling may only be carried out in the pit lane in front of the pit allocated to the team with an automatic valve system. The rider may not sit on the bike during refueling.

Petrol refueling and all other operations cannot take place simultaneously. **Before refuelling (petrol) or any other operations on the bike, or driver changing, the machine must be put on a stand.**

Refuelling (petrol) must take place after all mechanical interventions on the machine are finished, before the rider tries to restart the machine. During refuelling (petrol), the use of tyre warmers is not allowed and any person standing less than 1 meter away from the motorcycle must wear eye protection and suitable clothing. This procedure is applicable during the practices and the race.

After refuelling (petrol) any mechanical intervention on the machine must be carried out only inside the box allocated to the team.

09. A maximum of 100 liters of petrol is authorized in the pit.
10. **Smoking or making fire in the pits area is strictly forbidden.**
11. From the beginning of the official practices, each team must appoint one person for fire safety. This person must be equipped with a reliable extinguisher of 9 Kg for fuel fires and is strictly obliged to be present at all refuelling (petrol) operations.
12. Toute infraction à cet article sera sanctionnée par une procédure "Stop & Go".

Article 22 - "Stop & Go" procedure.

During the race, the rider will be requested to stop in the penalty area, situated at the beginning of the pit lane. He must bring his motorcycle to a complete stop and remain stationary for 20 seconds. He may then rejoin the race.

The rider must respect the speed limit (60 km/h), from the beginning of the pit lane, where the sign of 60 km/h is placed, until beneath the pit lane. In case of infraction of this speed limit, the stop and go procedure will be repeated; in case of a second infraction of this speed limit, the black flag will be shown to the rider.

In the case of a race interrupted prior to the penalty being enforced and, if there is a second part, the rider will be required to stop after the start of the second part of the race.

In the case of a rider carrying forward a penalty for anticipation of the start into the second part of a race and subsequently found to have anticipated the second start, the rider will be shown the black flag.

After notification has been made to the team, a board displaying "STOP" and the rider's number will be shown by the race direction. 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.

If more than one rider is penalized, the riders will be signaled to stop on subsequent laps. The order of stops will be based on the qualifying times with the faster rider stopping first.

If a rider incurs a stop and 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, to re-start his machine should he stall the engine. The mechanic must not interfere with the actual stop and go procedure which is under the strict control of the marshals.

In the case of a rider failing to respond to the instruction to stop in the stop and go penalty area, and there being more than one rider penalized, no subsequent rider will be signaled to stop until the previous rider has stopped or been shown the black flag.

It is strictly forbidden for the rider to stop in the pit lane at the risk of exclusion.

In the case where the organization has been unable to carry out the Stop & Go penalty before the end of the race, the relevant rider will be inflicted with a time penalty of 1 minute.

Article 23 – Stop on the track.

01. A rider may exceptionally be allowed to bring back the bike by his own, compulsorily in the pit lane through a route other than the usual track, provided he never abandons his motorcycle (cf. article 19) and he follows an official of the organization. Different ways are foreseen from curve 01, 02 08, 09 & 10. When arriving in the pit lane, the rider may push his motorcycle back to his pit in the race direction or in the opposite direction, with engine stopped, with the help of a maximum of two people, before receiving any assistance.

Moreover, in case of a breakdown on the track in the section between the beginning and the end of the pit lane, he may come back to his pit under a marshals' protection, from the exit of the pit lane and push back up to his pit, with engine stopped, and in the opposite direction, with the help of a maximum of two people.

02. For any case of a motorcycle left on the circuit by its rider, see art. 19 here above.

Article 24 - Stopping of the Drivers by the Clerk of the Course.

The Clerk of the Course, on his own authority or on request of the sport or technical marshals may order a motorcycle to stop, the rider of which would have committed some infringement or whose machine would look in an abnormal condition.

This decision will be communicated to the rider on the track by showing at each flag marshal post the black flag or the black flag with orange disk together with the rider's number. Should the rider not obey to this instruction in the following lap then the infringement will directly lead to the exclusion of the race. Same rule will apply during the practice sessions.

Article 25 - Flags.

Marshals and other officials display flags or lights to provide information and/or convey instructions to the riders during practices as well as the races

25.1 Flags and lights used to provide information

National flag :

May be used waved to start the race.

Green flag :

The track is clear

This flag must be waved at each flag marshal post for the first lap of each practice session and of the warm up, for the sighting lap and for the warm up laps.

This flag must be waved at the flag marshal post immediately after the incident that necessitated the use of one or more yellow flags.

This flag must be waved by the starter to signal the start of the warm up laps.

When the pit-lane exit is open, this flag must be waved at the pit-lane exit.

Green light :

This light must be switched on at the pit lane exit to signal the start of each practice session and of the warm up, the start of the sighting lap and the start of the warm up laps.

Yellow and Red Striped flag :

The adhesion on this section of the track could be affected by any reason other than rain. This flag must be waved at the flag marshal post.

White with Diagonal Red Cross flag :

Drops of rain on this section of the track. This flag must be waved at the flag marshal post.

White with Diagonal Red Cross flag + Yellow and Red Striped flag :

Rain on this section of the track. These flags must be waved together at the flag marshal post.

Blue flag :

Shown waved at the flag marshal post, this flag indicates to a rider that he is about to be overtaken. During the practice sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass him. During the race, the rider concerned is about to be lapped. He must allow the following rider(s) to pass him at the earliest opportunity. At all times, this flag will be shown waved to a rider leaving the pit lane if traffic is approaching on the track.

Chequered Black / White flag :

This flag will be waved at the finish line on track level to indicate the finish of race or practice session. After having received the chequered flag, riders must return slowly to the pits. They cannot stop on the track right after the finish line

Chequered Black / White Flag and Blue flag :

The chequered black/white flag will be waved together with the blue flag presented motionless at the finish line on track level when a rider(s) precedes closely the leader during the final lap before the finish line (See Art. 1.21.2).

25.2 Flags and lights Which Convey Information and Instructions

Yellow flag :

Waved at each row of the starting grid, this flag indicates that the start of the race is delayed.

A single yellow flag waved at the flag marshal post indicates that there is a danger ahead beside the track.

Two yellow flags waved together at the flag marshal post indicate that there is a hazard wholly or partly blocking the track.

The riders must slow down and be prepared to stop. Overtaking is forbidden up until the point where the green flag is waved.

If immediately after having overtaken, the rider realize that he did an infraction, he must raise his hand and let pass the rider(s) that he has overtaken. In this case, no penalty will be imposed.

During the final inspection lap, this flag must be waved at the exact place where the flag marshal will be positioned during the practices and races.

Flashing Blue lights :

Will be switched on at the pit lane exit at all time during practices and races.

White flag :

An intervention vehicle is on the track.

Waved at the flag marshal post, this flag indicates that the rider will encounter the vehicle in the current section of the track.

It is forbidden for a rider to overtake another rider during the display of the white flag.

Overtaking the intervention vehicle is permitted.

As soon as such a vehicle stops on the track, the white flags must be maintained and the yellow flags must also be presented.

Red flag and Red lights :

When the race or practice is being interrupted, the red flag will be waved at each flag marshal post and the red lights around the track will be switched on. Riders must return slowly to the pits.

When the pit-lane exit is closed, this flag will be waved at the pit-lane exit and the light will be switched on. Riders are not allowed to exit the pit lane.

Any infringement of this rule will be penalized with one of the following penalties: fine - disqualification - withdrawal of Championship points - suspension.

At the end of each practice session and warm-up, the red lights will be switched on at the start line.

The red flag will be shown motionless on the starting grid at the end of the sighting lap and at the end of the warm up laps.

The red flag may also be used to close the track.

Black flag:

This flag is used to convey instructions to one rider only and is displayed motionless at each flag marshal post together with the rider's number. The rider must stop at the pits at the end of the current lap and cannot restart.

This flag will be presented only after the rider's team has been notified.

Black flag with Orange Disk (Ø 40 cm) :

This flag is used to convey instructions to one rider only and is displayed motionless at each flag marshal post together with the rider's number. This flag informs the rider that his motorcycle has mechanical problems likely to endanger himself or others, and that he must immediately leave the track.

25.3. Signalling by board

White board with letters "SC" in black.

Presented at flag marshal posts, the race is neutralized.

Riders must slow down and be prepared to catch up a SAFETY CAR or an intervention vehicle.

It is forbidden for a rider to overtake another rider during the display of this board.

Overtaking the intervention vehicle is authorized.

Overtaking the SAFETY CAR is forbidden. Riders must line up in single file behind it.

25.4. Sanctions in case of non-respect of the flags :

If the Clerk of the Course himself or one of his marshals sees a non-respect of the flags or if he is informed of such non-respect by written report from one of the track marshals he is to apply the following sanctions to the faulty riders :

- At the first fault by a rider during the whole event – practices or races – a penalty of 5 places down in the final result i.e. if he finishes 2nd he will be classed 7th whichever the number of classified riders.
- At the second fault by same rider in the course of same event the exclusion will be directly applied.

Article 26 - Finish of the race and race results.

At the completion of the designated number of laps or the duration of the race, the leading rider will be shown the chequered flag by an official standing at the finish line, at track level.

If the leading rider does not cross the finish line within 5 minutes, then the 2nd rider on the provisional classification will be shown the chequered flag.

The results will be based, in each class "**Classic**" and "**Post-Classic**", 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 on the race track (not in the pit lane) after the race winner within 5 minutes. The rider must be in contact with his machine.
- completed 75% of the number of laps carried out by the winner.

In case of races happening in more than one race the number of laps done in each race will be additional. The team recording the highest number of laps will be classed first. In case of an ex-aequo the times realized in each race will be considered...

For each team, the ultimate time to cross the finish line under the chequered flag is 5 minutes.

Article 27 - Final control.

After the end of the race, all the machines which have finished the race must remain at the disposal of the officials in the closed park if the Clerk of the Race decides it.

Article 28 - Complaints.

Complaints must be lodged in writing, in accordance with the FMB disciplinary rules 2024, and handed over to the Clerk of the Course.

Article 29 - Neutralisation of a race.

If, during a race, an incident (climatic conditions or any other cause) puts at risk the safety and renders impossible the normal progress of the competition, the Clerk of the Course may decide to neutralise it.

In this case, two special vehicles visibly bearing the words "Safety car" and the figure "1" or "2", equipped with Yellow lights on the top of each car, will be introduced onto the track. They will go at an identical speed, in order to always keep the same distance between them. Immediately after they enter the track, the pit lane exit will be closed (red lights and red flag).

The two "SAFETY CARS" are situated at the end of the pit lane and at curve 7.

During the neutralisation, a "Safety car" board will be placed on the start line to inform the riders.

When these vehicles are introduced onto the track, they will light up their yellow revolving lights on an order from the Clerk of the Course.

From this moment, SC Board will be displayed at the flag marshal posts, and all riders who catch up the "Safety cars" will line up in single file behind them, without overtaking them.

If during a neutralisation one of the safety-cars encountered a problem, either the organizer disposes of a replacement vehicle to take the place of such or if not the group of riders following the defaulting vehicle continues its lap till the moment they join the group following the other safety-car and remains behind the group of riders already following.

During the neutralisation of a race, the machines 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 join the track when the green light situated there is turned on.

It will be turned on for 10 seconds after the last machine in line behind the "Safety car" has passed. The pit lane exit will then be closed once again (red light). The riders who have not left the pit lane will have to wait for the next group.

When the Clerk of the Course decides to call in the "Safety cars", they must first realise a full lap of the circuit, with their Yellow revolving lights off, but overtaking remains forbidden until the "Safety cars" leave the track to come back to their post. The "Safety cars" must leave the track at the same time at the point from which they entered.

When the "Safety cars", have left the track, the exit of the pit lane will then be open again permanently, 10 seconds after a rider passed the pit-lane exit.

The locations of the "Safety cars" must be indicated on the edge of the track by yellow reflective boards bearing visibly the words "Safety car".

During the intervention of the "Safety cars", each lap raced will be counted as a "race lap".

All other rules of the race remain valid.

Article 30 - Interruption.

The closed park, used in the case of an interruption, is the same as the one used before the start of the race. He takes place along the pit lane.

Article 31 - Prize.

01. No prize money will be allowed after the **4 HEURES DE LIEGE Classics** 2024.

02. In each Class, "**Classic**" and **Post-Classic**", rewards will be given to the first 3 teams of the general result of the "**4 HEURES DE LIEGE Classics**" 2024.

The rewards ceremony will take place at the podium near the closed park on Sunday 26th May, immediately after the arrival of the race.

Article 32 - Cancellation.

In case of force majeure the organisers may cancel the event without any refunding or reimbursement to the competitors.

Article 33 - Jurisdiction.

All points not provided for in the present rules will be settled without appeal by the composed following article 05.13 of the FMB road racing rules 2024.

Article 34 - Officials.

Général Manager of the organization : Jean PATINET	Deputy to the General Manager of the organization : Jean-Luc DEQUESNE
F.M.B. : Clerck of the course : Ph. DOBBELAERE	Chief Scrutineering Steward : Jean-François THYRION
Deputy to the clerck of the course : Jean-Luc DEQUESNE	Timekeeping : RIS
Members of the Race Direction : Viviane DEBEUR	Track Marshalls Steward : Anne WILLEMS
Cédric DUFLOU	
Romain PHILIPPART	
Robert SCHELDEMAN	
Trainee Race Direction members : Tba	

Article 35 - Rules approval.

These supplementary regulations have been approved by the Belgian Motorcycle Federation on 10 February 2024.

All Informations :

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