

De 7hrs of Assen - Saturday 8 Juli 2023 *(version 30-06-2023)*

Organisation: International Dutch Championship BV

Event: "The 7hrs of Assen"

Date: Saturday 8 Juli 2023 - TT Circuit Assen



General information

Each rider must hold an IDC year- or IDC day licence 2023.

Each rider of the team must participate in the Endurance.

Motorbikes must comply with the maximum static noise limit of 102.9 dBA.

Each team has to change as many riders as there are team riders.

Each team has as many colour bracelets as there are riders in the team.

The bracelet must be worn during both qualifying and the race.

Composition of teams: team consists of minimum 2 and maximum 4 riders.

Team captain

Each team has a team captain who is the contact person for the organisation and responsible for his team.

The team captain stated when registering:

1. name of the team
2. desired start number, if possible these will be taken into account
3. names of all team riders
4. mark of all team motorbikes
5. team captain is responsible for financial settlement with the organisation
6. @address team captain

Entry fee The 7hrs of Assen

Entry fee per team is € 1085,00.

If the participant does not have an IDC licence 2023, the choices are an IDC year licence € 170,00 or an IDC day licence € 30,00.

Pit box rental € 135,00 per day - pit box deposit € 100,00.

The TT Circuit Assen has 32 pitboxes available, means that by the 56 participating teams pitboxes have to be shared with another team.

Registration

Tessa will send a total invoice including the entry fee, pit box rental and licence fees to the team captain. The invoice amount must be credited to the IDC bank account by Monday 5 June 2023 at the latest. If the entry fee is not credited by said date the team will lose their starting place.

Acceptance of participation is in order of entry of the registrations.

Change of rider/motorbike

At every rider's change motorbikes must also be changed, only when the team has only one rideable motorbike left may the rider change motorbikes, no running motors are allowed at rider and/or motorbike changes.

Repairs/service

Refuelling may only take place after a rider or motorbike change and only after the next rider has left. If the team has only one rideable motorbike left it may only be refuelled when there is no rider on the motorbike and the engine is not running.

Refuelling is only permitted using a Tuff Jug jerry can with quick-fill cap or similar system. Refuelling via jerry can, funnel and measuring cup is not permitted.

Refuelling is only allowed in the pit lane in front of the pit box behind the white line.

Repair and service is only permitted in the pit box.

Each team has an environmental mat on which the motorbike stands when refuelling.

Each team has a fire extinguisher of at least 6 litres which can be used in case of a petrol fire.

Transponder change

During the transponder change no running engines are allowed.

Transponder change must take place in the pit lane behind the white line.

Qualifying

Qualifications are started from the pit box.

Each rider on the team must have participated in qualifying with his own motorbike.

Fastest lap time from qualifying determines the starting position for the Le Mans start and the class in which the team competes.

Minimum lap time which every participant should be able to ride on a dry TT Circuit Assen is 2.12.0 min.

Classes

Based on the fastest lap times the starting field will be divided into 2 classes after qualifying.

Aim is to have an equal number of teams in both classes.

Name 1st group: Master Class

Name 2nd group: Expert Class

By means of an indication in the column - Pics - the monitors will show the name of the class in which the team is competing.

Abbreviation 1st group: Mst

Abbreviation 2nd group: Exp

Le Mans Start: the start takes place according to the "Le Mans start" with one assistant holding the motorbike. The motorbike must be started by the rider himself.

Start number: all team motorbikes must bear the start number assigned by IDC in the manner prescribed in the IDC Technical Regulations 2023.

The colour combination of background/rider number is contrasting. It is preferable to stick to the colour combination of the IDC class in which the rider competes.

Technical control: one control card will be issued per motorbike which must be fully completed and handed over at the technical control. Do not take the control card in your mouth to the technical control. Teams will present all their team motorbikes at the same time for control. Only technically controlled motorbikes can participate.

Participants and participating motorbikes must comply with the IDC General and Technical Regulations 2023, click on this link:

<https://idcracing.nl/en/info/regulations-and-insurance/>

Tyres: the choice of tyres is free, this means that you can use slick tyres, profile tyres and rain tyres. If street homologated racing tyres are used they must show at least a V-code (>240 km).

Slick and rain tyres must bear the following text:

"NOT FOR HIGHWAY USE "

Cut-up slicks are not allowed. The use of tyre warmers is permitted.

Tyre selection: the Endurance is run as a **"wet race"**. The rider and/or the team are responsible for their tyre choice during qualifying and race.

Qualifying or race will not be stopped by changing weather conditions.

Calamities excepted.

Neutralisation Code 60: in case of emergency on the track, or the deployment of an emergency vehicle, the race director will decide whether the race will be neutralised. In the event of a neutralisation, the purple Code 60 flag will be shown flashing simultaneously on all digiflags at the start until the neutralisation is lifted. Neutralisation shall be lifted by simultaneously displaying the flashing green flag on all digiflags for 30 seconds. When the purple Code 60 flag is displayed, all riders must immediately reduce their speed to a maximum of 60km/h. The distance between the riders must be maintained. A time penalty of 20 seconds applies if the distance between them is not maintained. During neutralisation overtaking between riders is not permitted, entering pit lane is.

Crash during qualifying where the motorbike reaches the techno centre while riding: a rider, who is still able to ride after a crash, must report to the techno centre with his motorbike in the same lap as the crash. It is not allowed to continue the race or to ride to the pit box.

In the techno centre the transponder can be taken off the bike by a team member. Should the transponder be lost during the crash the replacement transponder must be collected from timekeeping. The team may only continue the race after the replacement transponder has been placed to another team motorbike.

Engine break down/crash during race where the motorbike is taken to the techno centre by service car: in case of a crash, where the motorbike is so damaged that it cannot be ridden any further (to be judged by the trackmarshal) or in case of engine break down, the motorbike will be picked up by the service car. The service car will bring the motorbike to the techno centre for inspection.

If the motorbike is not delivered to the techno centre within four minutes of the crash, a team member may collect a replacement transponder from timekeeping. The team may only then continue the race after the replacement transponder has been placed on another team motorbike.

Technical rechecking: after each crash the motorbike must undergo a technical rechecking before it can be used again for the race.

Medical check: after every crash the rider must report to the medical centre immediately afterwards. Only when the rider has medical clearance will he be allowed to participate again.

Procedure code red

In case of a code red situation the riders will enter pit lane in order and line up their motorbikes between the coloured red, white, blue line and the continuous white line. The first rider will set up his motorbike at the end of pit lane, all motorbikes will follow. Service or rider change is not allowed. Tyre warmers without power are allowed.

Procedure restart

Countdown boards at 3 minutes, 2 minutes and 1 minute at the end of pit lane will indicate the countdown to the start of the warm-up lap. One minute before the start of the warm-up lap the motorbikes must be started. The green light and the waved green flag at the end of pit lane will signal the start of one warm up lap. During this warm up lap overtaking is not allowed.

During the warm-up lap the yellow digiflag will be shown at all track posts.

If there are no particularities during the warm-up lap the waved green flag will be shown at start/finish. Only after passing the waved green flag the race will be restarted with a flying start.

Crossing the white line at the end of pit lane

The team which crosses the continuous white line will receive a warning at the 1st and 2nd crossing. The warning will be shown for a short period of time in the infobanner at the bottom of the screen. From the 2nd crossing a time penalty of 20 seconds will be applied for each crossing.

Announcement penalties

Penalties will be shown briefly in the info banner at the bottom of the monitor.

Rear safety light

Motorbikes must be equipped with a working red rear safety light which must work in rain, poor visibility and at the control of the technical commission.

The race director will decide whether the rear light has to be switched on or not.

The rear light must be a constant red light and may have a separate power supply.

Pit lane

During qualifying and race the pit lane is the busiest part of the circuit. Family, children, fans and relations all want to experience the Endurance from close by and all these people want a place in the pitbox, in front of the pitbox and at the pit wall. People cross over to the pit wall and back again to the pit box while motorbikes ride in and out at speeds of 60 km. per hour.

Everyone understands that such actions put the safety of everyone at risk.

An urgent request to team captains is to really keep crossing from the pit box to the pit wall and back to the pit box to a minimum. Limit the number of people at the pit wall and in front of the pit box and only allow those who really belong to the technical staff of the team.

Children under 16 years are not allowed in the pit lane. Smoking in and in front of the pitboxes is not permitted.

Livetimeing

During livetimeing there is a column on the monitors which shows the position on the track and there is a column which is called - **Cpos** - = Current position.

In this column - **Cpos** - is the position in which the time penalties are processed.

So a team can be 1st in track position but 3rd in the - **Cpos** - column.

Classification

The ranking at the finish is the result of the race. Each team that has participated will be included in the final result based on the number of laps completed.

Honouring

After the race the first three teams in both classes and their team captains will be honoured on the honouring platform.

Timeschedule The 7hrs Assen

*Friday 7 July**

- registration media centre: 19.30 - 21.00 hrs

- technical control with static noise measurement techno centre: 19.30 - 21.30 hrs

*Saturday 8 July**

- registration media centre: 07.30 - 07.55 hrs

- briefing team captains/participants media centre: 08.00 - 08.25 hrs

- pick up transponders time keeping: 08.30 - 08.50 hrs, 1 transponder per team

- technical control with static noise measurement techno centre: 08.00 - 09.30 hrs

- qualification: 10.00 - 11.05 hrs

- start warm-up lap: 11.23 - 11.24 hrs, then line up on the starting grid

- line up Le Mans start: 11.25 hrs

- Le Mans start: 11.30 hrs

- finish: 18.30 hrs

- honouring on the platform: 18.40 hrs.

** Modifications reserved*

Race director

In all cases not covered by these rules the race director will decide.

Version 30-06-2023 - *Changes reserved*