



CCR 005/2014

To :

- FMNs & CONUs
- CCR Members (for info)
- Endurance Teams
- Tyre Manufacturers

17 April 2014

## 2014 Endurance World Championship Technical Regulation Clarification

Dear Madam, Dear Sirs,

We are pleased to send below a clarification of the 2014 Endurance World Championship Technical Regulation regarding tyre restriction in the EWC Class with immediate effect:

### 2.3.6 Tyres

Tyres may be replaced from those fitted to the homologated motorcycle.

#### 1) Requirements

With the exception of slick tyres and tyres marked 'NOT FOR HIGHWAY USE' (NHS), the manufacturer must identify the tyre with a mark indicating:

- The DOT mark and/or the E mark (used for "homologated tyres" or tyres marked for highway use only)
- The name of the manufacturer
- The year of manufacture (in code)
- The tyre dimension
- The speed rating
- Any other features necessary for the correct use of the tyre

#### 2) Fitting

- The tyre must be mounted on the correct rim.
- The rim must not be deformed or damaged.

#### 3) Permitted minimum speed

The minimum speed rating for use in Superstock is: (W).

#### 4) Tyre surface tread pattern



The tread pattern is unrestricted.

The tread pattern must be made exclusively by the the manufacturer when producing the tyre.

The choice of a certain type of tread pattern is left entirely up to the individual rider.

The choice of slick and/or WET weather tyres (where applicable) will also be at the discretion of the rider. If conditions should become problematic however, he must take into account the recommendations of the appropriate representative of the tyre manufacturer.

As a safe minimum, the depth of the tyre tread over the whole pattern at pre-race control must be at least 2.5 mm.

Tyres which at the preliminary examination have a tread depth of less than 1.5 mm are considered as non-treaded tyres and the restrictions applying to slick tyres will then apply to them.

The surface of a slick tyre must contain three or more hollows at 120° intervals or less, indicating the limit of wear on the centre and shoulder areas of the tyre. The rider shall not enter the track if at least 2 of these indicator hollows are worn on different parts of the periphery.

~~Wet tyres must have a positive and negative tread of 96% positive and minimum 4% negative (land and sea ratio). The maximum distance from the external edge of the tyre to 50% of the tread elements is 35 mm.~~

In case of dispute, the decision of the FIM Endurance Technical Director will be final.

## 5) Tyre Restriction for the Formula EWC

### 5.1 Tyre Quantities for the Race:

The maximum number of ~~slick~~ tyres for the race, of any type, i.e. rear or front, slick, light intermediate, intermediate (not included: full wet type tyres) available to each Team ~~during the event~~ will be as follows:

- For a 24 Hour race: 45 tyres (30 in 2015)
- For a 12 Hour race: 23 tyres (15 in 2015)
- For an 8 Hour race: 15 tyres (10 in 2015)
- For a 6 Hour race: 11 tyres (9 in 2015)

The allocation of ~~individual~~ tyres will be made by each tyre supplier to their teams. Tyres will be ~~individually~~ identified per Team.

### 5.2 Tyre Quantities for Qualifying Practices:

- For 12 or 24 Hour races, each Team will be permitted to use up to nine (9) tyres during the qualifying practices.



- For 6 or 8 Hour races, each Team will be permitted to use up to seven (7) tyres during the qualifying practices.

### 5.3 During Qualifying Practices and Race:

1. Only marked tyres (with FIM stickers) can be used during the Qualifying Practices and the Race by each rider nominated by his team.
2. The specification of tyres may be different.
3. A tyre is considered as "used" as soon as the rider has left the pit lane with his motorcycle.
4. These tyre restriction rules will not apply for new circuit. For 2014, all circuits of the Championship are concerned by this tyre restriction.

~~For each Qualifying Practice (QP) each rider will be allocated two (2) tyres. These tyres can only be used by the rider in the chosen QP. The unused tyre(s) from rider must be returned to the tyre supplier.~~

~~The specification of tyres may be different.~~

~~A tyre is considered as "used" as soon as the rider has left his pitbox with his motorcycle.~~

~~These tyre restriction rules will not apply for new circuit (For 2014, all circuits of the Championship are concerned by this tyre restriction).~~

### 6) Tyre Control Method

1. With the exception of full wet tyres, every tyre used during the event must be marked with a special adhesive sticker allocated by the Officials.

One day before the qualifying practices commence, full wet tyres need to be announced by each tyre manufacturer to the FIM Technical Director (see also 5.1)

2. The special tyre stickers will be given to each team in a sealed envelope, the day before the first qualifying practices. The teams will be responsible for their use and their correct application.

3. Both stickers, must be applied on the same side of the motorcycle, one on the front tyre and one the rear tyre. Officials will check that all EWC motorcycles in the pit lane are fitted with tyres carrying the special sticker.

4. The use of motorcycles without the official stickers will be immediately reported to the Jury whom will take appropriate action.

5. In exceptional cases, i.e. should the sticker be damaged, up to 2 extra stickers may be provided to the Team, at the sole discretion of the FIM Technical Director. However, the damaged sticker must be returned to the



FIM Technical Director and/or show that the tyre to which it was applied to is absolutely intact.

Further information will be given during the Team Managers' briefing to be held at the Circuit de Nevers Magny-Cours, in the Senna Room on Thursday 24<sup>th</sup> April (9.30am -10.30 am), before the first round of the Endurance World Championship.

We thank you in advance for taking note.

With best regards,

Charles Hennekam  
Endurance Technical Director