

N2/WERA ENDURANCE SERIES BY DUNLOP ENDURANCE RELAY

The endurance relay is a new and separate class that will run as part of the Heavyweight, Middleweight and Lightweight race event. **In addition to the rules specified below, all rules and guidelines specified in the Endurance Series section remain in effect.** The goal of this class within this series is to encourage participation from riders and teams who would like to try endurance racing but lack the technical assets to field a true endurance bike. There will be a limit of ten (10) teams per event eligible to compete in this class.

1. Only machines eligible for the Heavyweight, Middleweight and Lightweight classes may be entered in the Endurance Relay event.
2. Each team will consist of a minimum of two (2) riders and (2) motorcycles and a maximum of four (4) riders and (4) motorcycles with the use of a single transponder device shared among all team motorcycles.
3. Machines may use different numbers within a single team. All bike numbers **MUST** be listed on the team's entry form. Any machine may be required to add an X or the like to their number.
4. A rider is not restricted to any one motorcycle however neither a rider nor a motorcycle can be in back-to-back stints. Riders may not ride more than two (2) stints per race.
5. At no more than three (3) laps prior to a rider/motorcycle change the bike going out can be brought to pit lane. The incoming motorcycle then has three (3) laps to be removed from pit lane. Motorcycles can be pushed or ridden on and off pit lane.

If ridden, the rider must be in full race gear. If pushed, a second crew member or official should be walking with the machine to watch for incoming traffic. All traffic on pit lane is always in race direction.

6. Absolutely no maintenance may be performed on a motorcycle participating in the Endurance Relay, other than use of stands and warmers. No cables or lines may be run over pit wall. However, the bike being readied to go out may have warmers placed over the tires for heat retention just not plugged in. The only work to be performed on the hot side of the wall is the removal of tire warmers, stands, and transponders.
7. At the completion of each rider's stint, their motorcycle must come to a complete stop in the team pit area before the transponder is removed from the vehicle. The motorcycle on stand-by will receive the transponder device and the next rider may continue in the race. The transponder must be mounted on the fork tube as described in Chapter 8 on all machines. Each machine may have its own transponder bracket already mounted. Make

sure all brackets work with the transponder you are using; spare brackets may be available in registration.

8. The hot-pit area must remain clear and uncluttered at all times to help prevent a potentially hazardous situation with motorcycles entering/exiting the hot-pit area at speed. Once a rider/motorcycle has finished its stint, the motorcycle must be removed immediately from hot pit. Any motorcycle on-deck may not extend more than 3-feet from the hot-pit wall. It is preferred that all motorcycles on-deck be place parallel to the pit wall or at an angle for easier re-entry to the race event.
9. To help eliminate congestion in the hot-pit area, all Endurance Relay teams may be grouped at one end of the hot pit area as deemed appropriate by the officials.
10. Road Race Relay Teams will not be eligible for an overall win or any additional purse, bonuses, or contingency available to traditional endurance teams beyond purse, bonuses and contingency specified for the class.
11. These rules may be added to or changed at any time as we get a feel for what works best for the riders and the series.