



COUPES MOTO LÉGENDE

30^e
édition

**25/26
MAY 2024**

**CIRCUIT DE
DIJON-PRENOIS (21)**

**VIVEZ
LA LÉGENDE !**

**Pilot's booklet
Prepare your ride**

www.coupes-moto-legende.fr   



Dijon-Prenois circuit



Dear biker,

It's with a great pleasure that we welcome you to this new edition of Coupes Moto Legende. To fully enjoy this weekend together, we have prepared some essential reminders.



The Coupes Moto Légende team
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Tél. 01 60 39 69 51

Informations

Route



Dijon-Prenois circuit, 21370 Prenois.

Take the Dijon road, from whichever direction you come, take the Lino (bypass), follow Troyes and then circuit racing Dijon-Prenois.

GPS data: latitude 47.37603 – longitude 4.89589

Opening



► For the participants, **from 8 a.m. on Friday May 24.**

► Unauthorized access to visitors and to non-accredited persons.

► Be careful, the circuit will be closed from 8 p.m..

► **Saturday May 25 and Sunday May 26 opening at 8 a.m.**

Traffic on the site

► You must respect signs and markings and observe on site the 20 km/h speed limit in accordance with the traffic plan and parking restrictions.

► Absolute ban on driving on track except for the rollings of your category.



The stages of your arrival

Access the site

IMPORTANT :

Only vehicles displaying the sticker attached will be



authorized to access the road which leads to the circuit. **REMEMBER TO PASTE YOUR STICKER BEFORE**

YOUR ARRIVAL! Follow the signs "PARKING PARTICIPANT". Also, please have your "Participant" wristband to allow speedy checks on entry.

Participants welcome



► Once inside the circuit, **go to the participants welcome (box 44)** to collect your plate.

► You must attach it to the front of the motorcycle (collars or strings to provide) before going to the scrutineering.

Technical control



The scrutineering **is mandatory** and is located in **boxes 42/43** near the pre-grid.

Show up on **Friday May 24 at 8 a.m.**, with your participant plate correctly attached to your motorcycle.

Please respect the premises: Campfires are strictly prohibited. ■ For your information, we allow pets as long as they are on a leash. Mini motorbikes are also strictly prohibited. ■ The paddock floor is tarmacked so do not install "tent stakes" there!

The equipment of the **rider** and the **motorcycle**

Riding a motorcycle on a circuit requires suitable equipment. It is the responsibility of the participant to verify the approval of its equipment and their condition.

Full face helmet with mandatory visor obligatory, recent and CE standard approved. Jet helmet and forbidden bowl!

Tighten and secure all the hardware.

Leather outfit required (if it is in two parts it has to be attached) and **full suit leather** for series the fastest.

High leather gloves.

Check that the **level of hydraulic fluid** is sufficient.

Turn signals, headlights, **glass accessories must be secured by adhesives.**

GoPro type cameras are authorized if they are on the motorcycle with a metal safety wire (you will be held responsible if it comes loose and causes an accident).

They are **strictly prohibited on the helmet, torso and tank.**

Tires and brakes in good condition.

Protect the sharp levers with a **fitted hose by force. Ensure the hold handles.**

Check the tension chain :

- if the chain lifts off more than half the tooth height, transmission is dead!
- if it is insufficiently tensioned it can jump and block the wheel.

The **demonstration plate** must be correctly attached to the motorcycle.

The **registration plate** must be removed or hidden.

Oil hoses in good condition and well insured

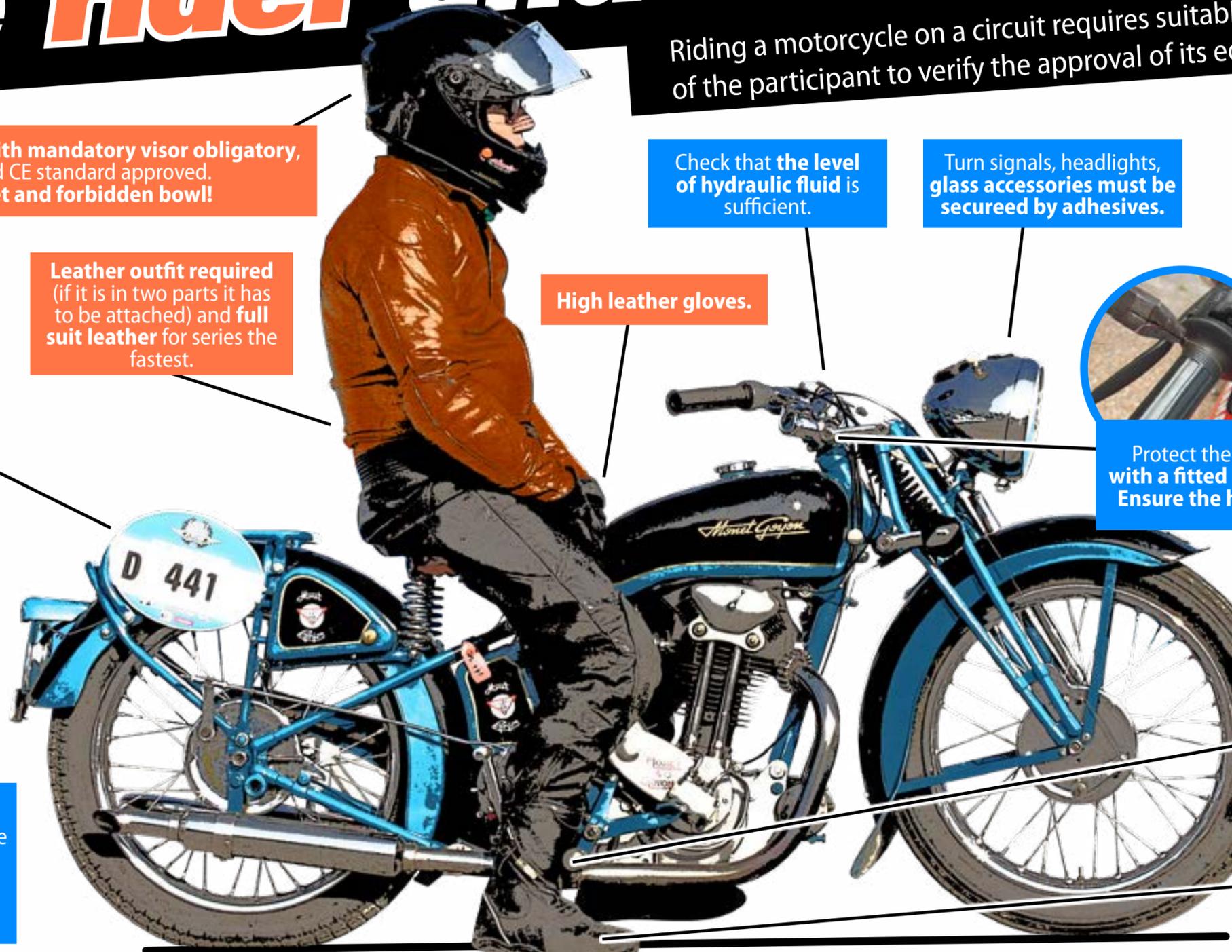
Remove the saddlebags.

It is highly recommended to remove the **rear-view mirrors**. They are useless on the track, even dangerous: using them causes a trajectory deviation.

Crutches must be either secure be removed.

Ensure the solidity of the **footrests** and the good performance of the rubbers.

Leather boots protect the malleolus. **Sidecar drivers and co-drivers must have the shoes used validated by us.**



Pass the checks



Scrutineering of the motorcycle

► The inspectors are there to check all the safety points on your motorcycle, the objective being to accompany you to give you the opportunity to ride safely.

► Before going to the inspection, it is imperative to follow and **check your motorcycle in your workshops and garages so that your visit is successful.**

► What we especially need to anticipate, oil leaks including on the fork and gasoline, cracked or dry tires, play in the fork, the steering column and the arm oscillating, questionable wheels (bearings, spokes), outdated chain and sprockets, shaky exhaust, inoperative brakes, cables and the dry sheaths, the loose saddle, the accessories threatening...

► Don't forget to put adhesive tape on the headlight window, of the hose force-fitted onto the levers. **Remove the rear-view mirrors**, they are useless on the track. No oil can, no removable saddlebags, neither umbrella nor fishing rod, no teddy bear on the luggage rack!



Controlling your equipment

► Control of your equipment to ensure your safety both on track and in the enclosure of the circuit. **Driving on the track requires suitable equipment: full-face helmet, gloves, high shoes and leather clothing.**

► Firstly, you commit **not to consume any substance that could impair your ability to drive a vehicle.** As stated in the contract, blood alcohol tests may be carried out by the medical team present.

► **Track control teams and organization have the right to refuse you access to the track** if your physical condition proves you could be dangerous for you and the other pilots.



Reasons for refusal access to the track

- **Absence of "lead" control** or plate, or non-compliant plate.
- **Driver behavior and accompanying incompatible** with his safety or that others.
- **Visibly unsuitable clothing** or equipment to motorcycling.
- **Unapproved helmet** (the bowl is strictly prohibited).
- Tennis shoes, basketball, low shoes... prohibited. **Motorcycle boots or high-top leather shoes** (no canvas) are required.
- **Driver without "special motorcycle" gloves.**
- **Motorcycle whose condition has visibly been deteriorated** further to fall or mechanical problem.
- **In case of wet track: motorcycle without a front mudguard** (unless it is fairing).

Circuit map

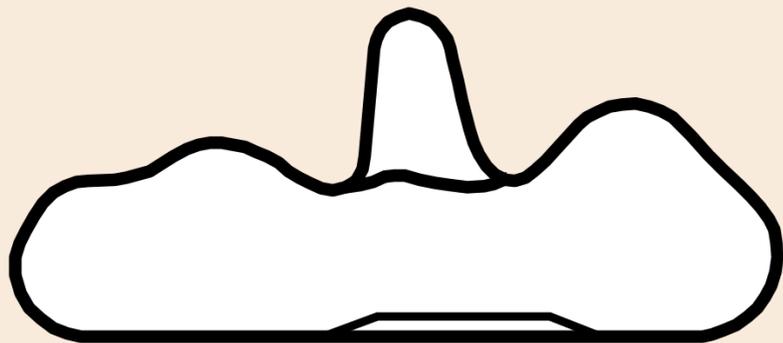


- | | | |
|---|--|---|
| 1 HELMET DEPOSIT
motards FFMO | 5 WALL OF DEATH | 9 BOX 44 :
WELCOM PARTICIPANT |
| 2 GARAGE
motards FFMO | 6 INFORMATIONS DESK | + HELP STATION |
| 3 OFFICIAL SHOP
laBoutique | 7 PROFESSIONAL VILLAGE
AND DEDICATIONS | WC SANITARY |
| 4 TRIAL VINTAGE
NOUVEAU | 8 PREGRID | |

The rules track safety

The circuit

- 3,800 meters (straight line of 1,100 meters).
- 9 turns.
- Permanent management of the track with video surveillance.
- A track leader and a breakdown service.
- Commissioners and electronic flags (LED display).
- A medical service and ambulances.



Entry and exit on track



Exiting the pits: stay to the right until the 1st turn, don't cut the white line. Motorcycles are arriving on your left, the risks shocks are important, do not spoil your weekend.



The return to the pit lane: in the last turn, stay to the right and indicate your intention. **DO NOT CUT PATH AT THE LAST MOMENT**



REMINDER: The Coupe Moto Légend are demonstrations without any notion of competition (timing and ranking prohibited).

Behavior on track and attitude in case problem



- ▶ The participant undertakes **not to take the track under the influence of alcohol, narcotics or medications not compatible with driving.**
- ▶ **Marshals on motorcycles will ride in the series,** they are equipped with fluorescent vests and are present for your safety, respect their messages.
- ▶ Never overtake security vehicles.
- ▶ Stay vigilant and do not hinder other participants. **Any driver deemed dangerous will be immediately excluded.**
- ▶ In case of problem, fall or breakdown, the intervention teams arrive. If everything is all right, take refuge behind the rails. **DON'T STAY NEXT TO YOUR MOTORBIKE AND KEEP YOUR HELMET ON.** Don't try to get out of the trough and wait for the intervention team.
- ▶ If in doubt about your health, do not move. **DO NOT REMOVE YOUR HELMET.** The marshals will protect you and the medical team will arrive.
- ▶ **In case of fire, get away from your motorcycle quickly.** Let the marshals act. For information, near each red sign on a white background representing a fire extinguisher. The fire is dangerous, be very careful, prefer to let the marshal carry out the intervention.

Signaling on the track

Pay attention to the track entry instructions given by the marshal located at the top of the pit lane.
Pay attention to pit lane exit lights, flags commissioners and electronic flags:

Red = STOP

Green = ENTER ON TRACK

Flashing blue = MOTORCYCLE APPROACHING ON THE STRAIGHT LINE

Flags and lights

On the track, the flags and security lights will be presented to you at the edge of the track by the marshal(s).

Be **RESPECTFUL** to this code, **GUARANTEEING THE SAFETY** to all: yourself, the other participants but also the track marshals and intervention staff.



Everything is OK

→ You can go.



Serious incident on track

→ Any excess is prohibited.
No overtaking and go slowly to the pit-lane.



Slippery substances such as oil or water on the track ahead

→ Slow down and remain vigilant.
about the state of the track.



→ Informs the pilot that he must stop immediately

→ You must return to the paddock.
Go to the Clerk of the Course to find out the reasons.



There's a problem on the track

→ Slow down, no passing. Be prepared to change from your projected racing line.
You can stay on the track.



A faster motorcycle is trying to pass you, give way

→ hold the racing line, another competitor is following closely or is trying to overtake.



Informs the rider that his bike has apparent mechanical failure

→ You must return to the pit-lane.
In case of slippery substances such as oil or water immediate stop on the edge or off-track.



End of session

→ Finish your lap at a good place and enter to the pit-lane.



REMINDER: Review the meaning of track flags. Never forget that driving on a circuit can be dangerous.

The parades

The Big Parade

A maximum of motorcycles on track for the 30th edition of the Coupes Moto Légende! See you on Saturday May 25th at 6:40 p.m. for the start of the BIG PARADE in the pre-grid for sidecars and P4 area (near the wall of death) for the others! All motorcycles are accepted, just get your ticket on www.coupes-moto-legende.fr/inscriptions/la-big-parade-des-coupes-moto-legende and come and collect your participant sticker on Saturday at the informations desk!

FREE TO ALL DRIVERS REGISTERED IN THE SERIES!

Have you already registered to ride in a serie? The BIG PARADE is included in your registration fee thanks to your plate!

Driving license required.
Parade reserved for adult pilots.
Wearing a helmet and gloves is mandatory.
Parade participants who are not entered in a category will be able to access the circuit enclosure and join P4 area from 6:20 p.m.



With
Aurélie Hoffmann
aka Lil'Viber

Lily Bike Girl,
creator of the site
Talons & Guidon

The parade of looks

"Do you have the coconut look?" Parade on the track of the Dijon-Prenois circuit dressed in your finest attire, or why not in your most fun disguise! Led by Aurélie Hoffmann aka Lil'Viber and Alyson Aigrain, creator of the Talons & Guidon site, this parade promises a memorable and colorful moment!

To participate in the parade:

- 1) register on www.coupes-moto-legende.fr/inscriptions/inscription-parade
- 2) collect your participant sticker at the informations desk on Saturday May 25th
- 3) See you at 12:15 p.m. on the pre-grid on Saturday May 25th!

Driving license required. / Parade reserved for adult pilots.
Wearing a helmet and gloves is mandatory.

YOU MAY BE DENIED ACCESS TO THE PARADE IF YOU ARE NOT LOOKED!

Driving times

SATURDAY, MAY 25TH

PRÉ-GRILLE PREGRID	DÉPART START	SÉRIE CATEGORY
8:20 a.m.	8:30 a.m.	F
8:45 a.m.	8:55 a.m.	G
9:10 a.m.	9:20 a.m.	D
9:35 a.m.	9:45 a.m.	H
10:00 a.m.	10:10 a.m.	E
10:25 a.m.	10:35 a.m.	J
10:50 a.m.	11:00 a.m.	A
11:15 a.m.	11:25 a.m.	B
11:40 a.m.	11:50 a.m.	K
12:15 p.m.	12:25 p.m.	Parade of looks
	13:10 p.m.	Stunt Demo
13:50 p.m.	14:00 p.m.	C
14:15 p.m.	14:25 p.m.	A
14:40 p.m.	14:50 p.m.	B
15:05 p.m.	15:15 p.m.	K
15:30 p.m.	15:40 p.m.	I
15:55 p.m.	16:05 p.m.	J
16:20 p.m.	16:30 p.m.	E
16:45 p.m.	16:55 p.m.	L
17:10 p.m.	17:20 p.m.	F
17:35 p.m.	17:45 p.m.	D
18:00 p.m.	18:10 p.m.	G
18:40 p.m.	18:50 p.m.	Big Parade

SUNDAY, MAY 26TH

PRÉ-GRILLE PREGRID	DÉPART START	SÉRIE CATEGORY
8:20 a.m.	8:30 a.m.	E
8:45 a.m.	8:55 a.m.	H
9:10 a.m.	9:20 a.m.	C
9:35 a.m.	9:45 a.m.	I
10:00 a.m.	10:10 a.m.	L
10:25 a.m.	10:35 a.m.	D
10:50 a.m.	11:00 a.m.	A
11:15 a.m.	11:25 a.m.	B
11:40 a.m.	11:50 a.m.	K
12:15 p.m.	12:25 p.m.	Parade of looks
	13:10 p.m.	Stunt Demo
13:50 p.m.	14:00 p.m.	B
14:15 p.m.	14:25 p.m.	C
14:40 p.m.	14:50 p.m.	A
15:05 p.m.	15:15 p.m.	F
15:30 p.m.	15:40 p.m.	J
15:55 p.m.	16:05 p.m.	L
16:20 p.m.	16:30 p.m.	I
16:45 p.m.	16:55 p.m.	G
17:10 p.m.	17:20 p.m.	H
17:35 p.m.	17:45 p.m.	K

Pregrid access

Each participant have to join the pregrid
10 mn before the start of the category.



- A** Moto de Grand Prix 50-350 cm³ jusqu'à 1998
- B** Moto de Grand Prix 350-750 cm³ jusqu'à 1998
- C** Moto de type endurance de plus de 250 cm³, 1969 à 1982
- D** Moto des origines à 1945
- E** Moto de 125 à 350 cm³, 1946 à 1968
- F** Moto 350 cm³ et plus, 1946 à 1968
- G** Moto de série 125 à 350 cm³, 1969 à 1998, moto de présentation strictement conforme à l'origine
- H** Moto de série de plus de 350 cm³, 1969 à 1988, moto de présentation strictement conforme à l'origine
- I** Moto de série de 250 cm³ et plus, 1989 à 1998, moto de présentation strictement conforme à l'origine
- J** Moto de type endurance de plus de 250 cm³, 1983 à 1998
- K** Side-car de course, châssis conventionnel, 1946 à 1998
- L** Moto de type Café-Racer de plus de 350 cm³, 1950 à 1998



- A** Racing motorcycle 50-350 cc up to 1998
- B** Racing motorcycle 350-750 cc up to 1998
- C** Endurance motorcycles > 250 cc from 1969 to 1982
- D** Motorcycle from the origins to 1945
- E** Motorcycle from 1946 to 1968
- F** Motorcycle from 1946 to 1968
- G** From 1969 to 1998, 125-350 cc road motorcycle strictly conformed to the original model
- H** From 1969 to 1988 > 350 cc road motorcycle strictly conformed to the original model
- I** From 1989 to 1998 > 250 cc road motorcycle strictly conformed to the original model
- J** Endurance motorcycles > 250 cc from 1983 to 1998
- K** From 1946 to 1998 racing sidecar : conventional motorcycle chassis
- L** From 1950 to 1998 > 350 cc : Cafe Racer motorcycle



Contact us

www.coupes-moto-legende.fr



For more information

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