



COMITÉ D'ORGANISATION :

A..M.P.V.(Association Motocycliste de PONT-DE-VAUX)
Union Motocycliste de l'Ain

Ligue du Lyonnais

REGULATIONS

Article 1 :

The Association Motocycliste de PONT-DE-VAUX and the Union Motocycliste de l'Ain are organizing a Quad race under the name of "Maxxis - 12 Heures de Pont-de-Vaux - Mondial du Quad" on **August 24, 25, 26 2012**. The race consists in 3 sessions. Teams will be made up of two or three riders and will ride only one quad of engine capacity at least 240cc and not exceeding 1000cc.

This race will be held according to the rules of the FFM and FIM regulations as well as the race's own regulations. The track will be approximately 2 miles long, and the width of the track will range from 24 to 36 feet. The race is one of the FFM calendar considered as an international race (FIM N° 294/01).

"The 12 Heures de Pont-de-Vaux " is an invitation race. **Application fees are 990 € before March 15 / 1170€ from March 15 to May 15 / 1260 € after May 15.**

IMPORTANT : Payments for the race must **ONLY** be made by SWIFT bank transfer for non French competitors, please find hereafter our bank details, we thank you to **add 30€ for the bank charges** :

BANK NAME	BANK ADDRESS	ACCOUNT NAME
CIC Lyonnaise de Banque	LB PONT DE VAUX	AMPV
IBAN: FR76 1009 6182 0300 0147 5830 145	SHIFT CODE/BIC: CMCIFRPP	

AMPV will only accept payments from only one payer per team and this payer must carry out all payment transactions. The confirmation of the entry will be sent from the 2nd week of July. In case of withdrawal before August 1st only 50% will be reimbursed, after this date the entry fees won't be refundable except in case of severe circumstances.

A copy of the transfer order must be sent to AMPV to guarantee your registration in the race. Any entry without payment will not be taken into account by the committee. Entries will be limited to 111 teams. They will have to be sent, only by mail, at the latest before May 15, 2012 closing date or earlier as soon as the list of 111 teams is full, to the secretariat of the 12 Hours organisation (address below).

The number of teams is set to **111 applications**. **Applications** must be received **before May 15, 2012** by the **Secrétariat A.M.P.V / 37 grande rue / 01290 PONT DE VEYLE/FRANCE.**

Entries could be closed earlier if over subscribed.

Foreign national licences must be regularized with the FIM stamp. A "Start permission" from your federation is also required. The pilots without their official car driving licence couldn't start at the 12 Hours of Pont de Vaux. The Day licence will be strictly limited according to the entries which can be available or in case of an incomplete grid (For the day licence, you need a medical certificate less than 1 year and your driving licence).



Article 2. Schedule :

The setting up in the pits will be on

Wednesday August 22nd 2012 from 3.00 pm for heavy trucks 19 T.

Thursday 23rd from 8.00 am to 8.00 pm.

The technical **verifications** will be done on **Friday August 24, 2012 from 8 AM to 7 PM in the circuit**

SATURDAY : Free and time practices from 09.00am to 11.00am

Start of the first heat at **3 PM** and arrival at **6 PM**.

Start of the second heat at **8 PM** and arrival at **1 AM**.

SUNDAY : Start of the third and last heat at **1 PM** and arrival at **5 PM**.

Trophys will be given out on August 26 at 6.30 PM.

Article 3. Competitors :

Riders must be over 15. From 15 to 18 years they could only ride on 550 cc 2 or 4 strokes.. Each rider will have a valid driving licence. Each rider will have a proper cross or enduro outfit, shoulders protections, back protection EN 1621-1 OR 1621-2, long sleeves are compulsory, as well as a FIM certified helmet, see Federal regs. Radio contact with the pits is prohibited. Lights, whatever they are, fixed on the helmet are forbidden : the excrescence must be less than 2cm.

Be careful, particular point : for more safety during the night heat, you will have to place a white reflective sticker on each side of your helmet. Each sticker should have a minimum surface of 25 cm². Lights fixed on the helmet whatever they are, are prohibited. Onboard cameras are for the only use of the organisation. 1 or 2 machines will be previously selected by the organisation. The pilots will wear special jackets.

A car driving license and a guarantee (200 €) will be required in exchange of "bib" and transponder for timing. In case the bibs are cut, the guarantee won't be returned. Furthermore, bibs and transmitters will have to be cleaned. A guarantee of 50 € will be requested for the cleaning of the pit.

Please note : Any troubles caused by one or several members of the teams or any prejudicial behaviour that could disturb the race will mean exclusion from the race with immediate effect. The pilots are responsible of the behaviour of all the members of the team. We'll ask you to send the list of all the members of your team with your entry form. This list will be used for giving the bracelets to the members of the team. Each crew is responsible of its own quad, vehicles and equipment (the responsibility of the organisation couldn't be put forward in the event of robbery or damage).

Article 4. Access to the pits :

The entrance to the pits will be controlled from Thursday 23rd This particular instruction is also valid for the implement of a strict respect for the use of the car stickers (penalties n°15). Upon your arrival (parc entrance), **the whole badges and the front number plate** will be given to the **person representing the team and designated** (see the entry form).

Badges/Bands : 1 team manager, 3 riders, 2 mechanics, 1 switch-boarder, 3 accompanists. Children under 12 will obligatorily have an accompanist band; a total of 10 badges. Children under 4, won't be allowed in the paddock, only in the P1. Extra passes could be bought on Friday at the paperwork, only 3 extra passes per team.

Each team will get a set area 4m wide x 18m long (72 m²) between the pit lane and the lane and a maximum of 3 badges for the vehicles authorised to station in the paddock (number of badges assigned by the organisation according to the size of the vehicles size). The vehicles with badges will have to be parked on the space without extending over the lane, the safety's lane and the other areas. No parking allowed on the strip on the right side of the lane. (see map attached). **One extra sticker per team will be given for bike/quad to move in the park. The other vehicles of the team, a maximum of 2, will be parked in the first park (P1). The unused trailers will be parked on a special place assigned by the organisation. They should be under the responsibility of the crew and should be secured (chain, padlock...).**

We remind you that passes and stickers are only reserved for the assistance.

In case of fraud, the team will have to pay a 100 € fine + a penalty. In the technical area, a specific area will be at the disposal of the makers and prop men (see Regulations Quadexpo).

Article 5. Technical specifications :

The front plate has to be fixed (28x 23 cm). The place is on the fairing and not on the front bumper. The number plate is compulsory from the start to the end of the race.

The machines will have front and rear numbered plates. For a better following of the time scoring, the rear plate will have to be put up longitudinally and vertically on the top of the rear arch and not on the bumper. Of a flexible assembly and carried out in a non rigid material, metal prohibited for reason of safety in the event of fall, the plate will have to be 28 cm long by 23 cm in height, height number 140 mm minimum, black on white and readable. The numbers will be fixed on the left and right sides (with adhesive background reflectors if possible).

For the first 10 numbers, the race number will be allocated according to the place reached at the previous year final ranking, as far as possible. The organisation is the decision maker for the allocation of the numbers.

Tank 22 litres at the most.

The chain transmission must be equipped with a device protecting the crown gear and the disk brake. A front and a rear bumper will be put in. The ends must be rounded off, the diameter is 15mm minimum. Overall width must not exceed 1300 mm. Nerf bars with no rough edges will be put in on each side. They will be made of webbing on the front/rear footrest (see FFM 2008 and AMA regulations) fixed on the protection bars pipe in order to prevent the pilot's foot from touching the ground.

Particular requirements for lighting : for the night heat, each team will have a front headlight and a rear light in good working order. The rear light is obligatory red and no exemption could be allowed on this subject, plus a reflective sticker of safety in the event of breakdown.



Each team will have to get a **certified extinguisher of 6 Kg**, specially designed for hydrocarbon fires. The pits marshals will check them before the start. The extinguisher will have to be checked and marked on Friday at the technical inspections to be approved.

Article 6. Administrative and technical controls :

All the administrative concerning the teams and the technical controls will be on Friday 24 from 8 AM to 7 PM, at the circuit. Once the administrative is completed, the riders must present their quad to the technical control at the time indicated on their confirmation. **Any lateness will be penalized see penalties.**

The quads must be cleaned and paint markings from previous races will be removed.

The frame will be sealed with a number on the inside.

A cut-out switch connecting the rider to his machine is compulsory for the whole of the race and practices is compulsory and will be checked. The transponder will be put up.

The lights, the cut-out switch and the fitting of the front plate will be checked at the technical controls. Front and rear lights must function simultaneously.

At the end of the technical controls, any change of quads is prohibited.

Quick manual refueling system with a manual valve (+ extinguishers 6 kgs) will be checked at the technical inspections

Noise control :

According to the F.I.M. and FFM standards limited to **115 decibels at a maximum 2 metres distance** 3 extra silencers at a maximum can be controlled and marked at the technical control. Any change of silencer has to be made with a silencer controlled and marked at the technical controls. During the race, the race direction could take disciplinary sanction against any team reported as too noisy, the team will be disqualified from the heat. The race direction could allow the team take the start of the next round if the quad complies with the standard.

During the race all quads may be controlled at any time to check that neither quad nor marked parts have been replaced.

At the end of the race, race officers will check that no irregularities have been committed.

Any quad with a front or rear light failure or even a partial failure, or not in conformity with the technical standards of the F.I.M. and F.F.M. will have to be stopped immediately and repaired.

At the end of the technical inspection, awaiting the presentation, the machines will be parked under the responsibility of the teams.

After the controls, every half an hour a shuttle (10 machines) will be at your disposal at the entry of the quad park in order to take pilots and their quad to the town. Quads will be systematically managed by 2 4x4 cars. Anyone riding his quad to go to the town, out of the convoy, will be punished by the gendarmerie or the organization. Non street legal Atving into the city of Pont de Vaux is strictly prohibited. **All the riders** will have to be present on Friday in Pont de Vaux. The **race suit** and **helmet** are compulsory and they will participate to the presentation of the teams to the public, in a decreasing order from n°80 to 1 for Quad Contest from 6.00pm to 9.00pm and then 111 to 1 for the Mondial 7 pm to 10.30 pm. **The helmet is compulsory** from the exit of the podium to the return by the convoy. **Taking part to the parade and the return to the circuit are compulsory and in accordance with the setting up of the organization.**

Article 7. Practice :

Free and timed and Practice will start on Saturday 25 from 9.00 to 11.00 am. Timed practices from 9.30

Pilots on the waiting list couldn't take part to the practices unless the total of 111 is not reached, and this from Friday before 7pm..

The use of a spare quad is strictly prohibited. The practices have to be raced with the quad shown and authorized at the technical checks (see article 14 pit).

At the end of the practices between 11h and 14h00, please use the area which is on the back and on the back side of the safety lane.

Article 8. Pre-grid :

According to the timed laps results the riders will have to go into the parc fermé 45 minutes before the first round starts.

By order of the marshalls, for the 2nd and 3rd rounds, the quads one-by-one will get out of the impound area . So they will be parked at an angle to the pit in the order of the grid..

No mechanical help, refuelling or other assistance will be permitted on the pre-grid and the starting line. **Therefore, only one rider with a bib besides the rider taking the start will be authorized in the starting area. The switch-boarders will have to stay behind the wall separating the track from the pits. IT IS STRICTLY PROHIBITED TO STAND ON OR TO SIT ASTRIDE THE WALL (see Penalties)**

Advertising on the switchboarding area : It is strictly prohibited to stand on or even sit astride the low wall. On request of the marshalls the wind blades or pennons could be removed.

Article 9. Start :

First start : 3 PM. For each rounds, the positions on the starting line will be attributed according to the practice timed laps. All the starts will be given, style "LE MANS", that is to say quads will be on the right side and riders on the other side of the track. After the flag being lowered by the race director, 1 mn/30sec/10sec, the riders will first run across the track towards their quads. They will **first connect their "circuit-breaker"** and then only start their engine.

The "circuit-breaker" must be rapped around the rider's wrist at the time of the start.

For each start, it's totally prohibited to push the quad for starting. Only one minute after the start, and after the race director's authorization, such a start will be permitted. This authorization will be granted by a green flag. The pilot could be helped in this operation only by one of his teammate.

In the event of a strong rain, the organisation will seek to evacuate as much as possible mud on the starting area. It is prohibited to the pilots to use the straw of protection placed near the departure for the safety of the teams.



Article 10. Refuelling/Assistance :

The competitors must only use standard commercial lead-free fuel bio energy included. **Refuelling have to be made engine turned off** (see Penalties). No more than 20 liters of fuel can be stocked in the pit. The mounting of additional tanks as a "derrick" is prohibited only quick refueling is allowed (removable manual appliance with manual valve etc...). Jerrycan, funnel and other are prohibited too. Only are authorised for any technical aid on the pit lane 2 mechanics + 1 pilot under the direction of the chief of stand, that is to say a maximum of 3 people working directly on the machine. One member of the team authorized to access to the pit lane will be ready to help with the extinguisher. The persons authorized to be in the pit lane are : the riders, the mechanics (maximum two), the team manager and the switchboarder within the limits of 4 m corresponding to the pit n°.

Any mechanical intervention other than the refuelling must be done in the stand and apart from the zone of refuelling. Welding are prohibited in the pits, a special area will be provided behind the pits.

All parts could be replaced except the frame

Washing area for quad : awaiting for the organisers' confirmation

Article 11. Standing in for rider/Pit lane/Switchboarding :

Any competitor riding on the pitlane to go or to leave his pit will have to go slowly (20km/h at a maximum). Exceeding the speed limit will be penalised by a "stop and go" 2 minutes.

No rider will be allowed to race for more than 2 consecutive hours. Any change of rider will be executed in front of the pit, on the side of the pit lane and **engine off**.

Basic and essential safety instructions will impose the strict respect for the bracelets and the badges which are authorized in the switch-boarding area. Only the persons with the following bands and jackets : pilots, switch-boarder, responsible for the pit will be allowed to be there..

Article 12. Finishes - on the straight line in front of the pits :

Finishes will be in front of the timing post and the chequered flag will be waved up the straight line of the pits.

After the chequered flag, all the riders will have to slow down and keep their position. **Overtaking is prohibited.**

At the end of the straight line of the pits, riders should move behind the "Pace Car" and will follow it to the parc fermé. Another vehicle will follow the last competitor, in order to close the track.

IT IS PROHIBITED TO STAY ALL ALONG THE PITS WALL. MOREOVER IT IS PROHIBITED FOR EACH MEMBER OF THE TEAM TO GET OVER THE PITS WALL.

Only one rider per team - wearing a bib - could go to the parc fermé in order to park the quad and take it back for the next heat. Neither mechanic helps nor refuelling are allowed between the end of each heat and the start of the following one (see penalties).

The parc fermé will be watched over in between each heat.

During this neutralization time, the quads which are in the pits for repairing will be placed in the parc fermé and an officer will advise to stop any repair (including bench repair), as soon as the leading team crosses the finish line. **A race officer will go with one of the riders and his quad to the parc fermé.** Repairs could start again just after the start of the following heat is given.

If a rider was wounded during the last lap and was unable to bring the quad back in the parc fermé, the other two riders would be allowed to drive the quad back to the parc fermé, with a race officer.

If the **quad was damaged, it couldn't leave the parc fermé before the starting of the following heat and will be stopped by a race officer at the entry of the pits. At the starting of the heat, the team will be allowed to go back to the pits.**

Article 13. End of the race/Round 3 :

As soon as the last heat is over, the five first quads and three randomly selected ones will be placed in the parc fermé. After a control and a delay of 30 minutes after the finish, the quad may exit definitely the parc fermé. Disciplinary action will be taken against riders who will ride on the track after the arrival, they will be definitely excluded from any future event (from 5.00 pm)

Article 14. The pits :

The pits will be allocated from May 15th to July 31st, last day. No machine except the one properly controlled at the technical checks will be allowed in the paddocks Regarding the building of a structure with a floor, it will only be authorized on the pits and not with an overhang over the pit lane. **In case of a construction like a scaffolding put on the wall of the pit lane, we will accept this construction only if it is accepted by a consulting expert company (Apave, Socotec, etc...)**

Exit of the pits : in case the marshall forbids to go to the track, the return to the pits will only be by a special lane which is in connection with the safety lane behind the pits. The pits will have to be cleaned out after the race. See the guarantee.

Article 15. Briefing

1.pm It is obligatory not for the person in charge of the stand, we will require a signature (see Penalties).

Article 16. Flags – Neutralization of the race :

All the flags used during the race are the same normally used in any motorcycle race.

Accidents happening on the track will be signalled by yellow flags. **It is strictly prohibited to overtake under the yellow flag whether it is still fixed or waved (penalty).**

Neutralization of the race : In case an incident occurs during the race (weather conditions or any other event) committing the security of the race, the race director could decide to neutralize it under the Safety car rule. In this case, a special car equipped with flashing light will immediately come out. It will be driven with a moderate speed. The exit of the pits will be closed (red flag) as soon as it gets on the track. During the time of neutralization, a board "Safety car" will be put on the starting line in order to inform the riders. When the car gets on the track, on the orders of race director, the red flashing light will be switched on, and the yellow flag will be presented at



the control post. As soon as the riders catch up the "Safety car", they will have to stay behind it and without change of place (penalties).

BE CAREFUL : During the neutralization of the race, the machines can stay in the pits. Then they will get in a single file at the exit of the pit lane and could only get on the track under the orders of the marshall, after the "Safety car" passes at the level of the red flag. The exit of the pit lane will be closed. The riders who are still on the pit lane will have to wait the next group.

When the race director calls back the "safety car", it will have to make a complete go round of the circuit, flashing light being switched on, however it is still prohibited to pass the safety car until it leaves the track and go back to its park site. The "Safety car" has to leave the track where it took it, at the exit of the timing post. As soon as the "Safety car" leaves the track, the exit of the pit lane will be opened again. The parking site of the "Safety car" will be indicated with yellow reflective boards in which "Safety car" will be written. Each lap made when the safety car is on the track is counted as a lap. All the other rules of the race are still valid.

Article 17. Help off the pits

Any rider being brought to a standstill (eg : stalled engine) has to move off his quad in order to clear the track. Important repairs must be done in the pits. Any repairing made outside of the pits will be penalized, except the one written below.

Repairs on the track in special area and under a road marshal's responsibility (*Any towing is strictly forbidden*) :

Fast and temporary repairs (spark-plugs, chain, etc) can be done on a safe part on the side of the track and under a marshal protection, on condition that the quad is well parked and isn't dangerous for the safety of the other riders. The riders must do their own repairs, only tools and parts may be given to them by their assistance.

In case of breakdown, the rider, plus the two team-mates, may push the quad back to the pits going in the same direction as the race while following the track. They can use shortcuts in designed places under the responsibility of a race officer. **Any intentional stop by the trackside for helping is prohibited outside the pits, any outside help is prohibited.** In case of breakdown the riders will make themselves the reparings. (see penalties)

Article 18. Ranking :

The overall ranking will be established at the end of the race. The overall ranking at the end of the last heat will be based on the total number of laps performed during each heat.

The team who will have completed the greatest number of laps, all rounds taken into account will be declared winner of the "Maxxis 12 Heures de Pont-de-Vaux – Mondial du Quad".

In case the number of laps is even, the total times to achieve the three heats will be taken into account. The arrival will be judged in accordance with the team leading the round.

In each heat if the rider passes the finish line 10 minutes after the winner of the heat, his last lap won't be taken into account

BE AWARE, only the riders crossing the finish line of the final heat, within the 10 minutes after the squared flag being lowered will be ranked.

Article 19. Complaints :

Complaints will be accepted in conformity with article 510 and following of the "Code Sportif". Complaints concerning the ranking will only be accepted within 30 minutes after the results of each heat being stuck up. To be taken in consideration, 75 € must accompany each complaint. The complaint will be given to the race director.

This amount is refundable if the complaint is justified. The complaint will be given to the race director .

The complaints between riders will accepted within the 30 minutes after the results being stuck up. If an engine had to be stripped down, it will be performed by the mechanic of the quad, and the claimer will be asked 75 € for a two stroke engine, and 150 € for a 4 stroke engine. If the complaint is not justified, the amount will be given to the incriminated team. The complainer, the pilots and competitors of the machines implicated will have to be at the controls.

Article 20. Penalties :

The penalties will be given by the jury according to the "Code Sportif".

Article 21. Advertising :

In accordance with law **91-32**, any advertising in favour of a mark of tobacco or alcohol is prohibited in the enclosure of the circuit.

1) All publicity or advertising or promotional action in the enclosures of the organisation or with the accesses of the circuit (non competitor stands, competitor park, track, village, etc...) must be the subject of prior agreement with the advertising of "Mondial du quad". Any advertisement, any posting of advertising or promotional action in and on the competitor stands are formally prohibited except express agreement of the organiser.

2) The park reserved for the competitors and assistance is placed at the disposal of the competitors and the firms in order to enable them to take part in the test under technical conditions as satisfactory as possible. This park cannot be used with purpose advertising executives, commercial or public relations, without prior agreement of the organise.

3) Any air publicity, any advertising, promotional action or of the public relations intervening in the airspace located above the circuit and the surrounding communes, are strictly prohibited except prior written agreement of the person in charge for the service publicity of "Mondial du quad" and other proper administrative authorities.

Except the official front plate, start will be automatically refused to any rider who doesn't wear his bib or if it doesn't match the original, (article 3), official sponsors are not visible.

Article 22. Insurance :

The organization will subscribe to an insurance policy.

In case of accident, the transport with ambulance will be payable by the riders, the "Association Motocycliste de Pont-de-Vaux" won't take care of the transport with ambulance - from the track of the 12 Heures Pont-de-Vaux (01) to the hospital des Chanaux - Mâcon (71).



Please note : Concerning the day licence, a foreign rider citizen of a country which does not belong to the European Union will benefit from none of the guarantees inherent in the licence, even if he is owner of a licence issued by the FFM. However at the paperworks you could subscribe a complementary corporal guarantee. In the case you don't accept to subscribe it, we would ask you a written discharge of responsibility.

Article 23. :

Any question which is not written in these regs will be ruled by the jury according to the measures within the texts mentioned in the article 1.

Any team participating in the race will undertake herself to respect the entire regulations and accept all the clauses. They undertake themselves to respect all the decisions taken by the organisers and recognize the FFM sports code as the only one sports jurisdiction.

Furthermore, if for any major reason, the race had to be cancelled, the organizing staff wouldn't be responsible toward the competitors and application fees wouldn't be reimbursed.

Article 25. Officials

DIRECTEUR DE COURSE :	Jean Louis STAELENS
DIRECTEUR DE COURSE ADJOINT :	Gérard BESSON
PRÉSIDENT DU JURY	André LOGIER
COMMISSAIRES SPORTIFS	Daniel HOUYEZ , Patrice CLAISSE
COMMISSAIRES DE ROUTE	Commissaires de piste, FFM, ligue du lyonnais et clubs voisins
COMMISSAIRES TECHNIQUES	Christian SULPICE
CHRONOMÉTRAGE	AFC Micro

During the race: you could follow the race and consult the ranking on the radio 108 FM and TV frequency 69 UHF/PAL. The organization will have its own frequencies.

Accommodations :

Please contact the Office du Tourisme, they will give you the list of hotels, campsite and bed & breakfast
tel : 00.33.(0).3.85.30.30.02 fax : 00.33.(0).3.85.30.68.69
e-mail : pont.de.vaux.tourism@wanadoo.fr - www.pontdevaux.com



ANNEXE 1 . Trophies List :

SCRATCH	1st	3600 €
	2nd	2100 €
	3rd	1500 €
	4th	900 €
	5th	600 €
	6th	420 €
	7th	300 €
	8th	210 €
	9th	150 €
	10th	120 €

CUPS :

BEST LAP IN RACE

1st , 2nd 3rd 100 % Ladies team

1st Team 100 % under 16

1st Team living in the Communauté de Communes de Pont de Vaux

1st New Energy

Cross Country



PENALTIES
A “STOP AND GO” will sanction all the time penalties

	TYPE OF INFRINGEMENT	STOP & GO
1	Race quad riding on the public thoroughfare	Exclusion
2	Circuit-breaker not connected at the start or after stopping	2 laps to exclusion
3	Refuelling or mechanic between each heat	2 minutes to exclusion
4	Any aggressive behaviour, gesture or insult toward the organization, a race officer, by rider or a member of his team	2 minutes to exclusion
5	Fraudulent use of the passes and no respect of the allocation conditions Fraudulent use of the car pass	2 minutes to exclusion 2 minutes to exclusion
6	Driving a pit bike or any other vehicle non authorised within the circuit	2 minutes to exclusion
7	External assistance outside the pit (eg : change of goggles)	2 minutes to exclusion
8	No respect of the noise standards (115 db at a maximum 2 metres distance). To be in compliance	2 minutes to exclusion
9	Lateness at the paperworks	2 minutes
10	Mechanics or another team member on the start place	2 minutes
11	No respect of the safety rules in the pit lane/switchboarding area	2 minutes
12	Excessive speed in the pits over 20km/h	2 minutes
13	Anticipated start	2 minutes
14	Engine working during the refuelling in the pits	2 minutes
15	No respect of the fire safety rules in the pit (welding, smokers, barbecue...)	2 minutes
16	To pass a competitor under the yellow flag	2 minutes
17	To pass a competitor when there is the “Safety Car”	2 minutes
18	Defective rear or front light. To be in compliance	2 minutes
19	If the rider doesn't wear the bib – To be in compliance	1 minute
20	Racing with bare arms, sleeves rolled up	
21	No front/rear numbered plates - To be in compliance	
22	No respect of rules in the pits	1 minute to exclusion

STOP & GO PROCEDURE

There will be a specific place for the “STOP AND GO” on the left side of the track, after the timing.

A timekeeper race officer will be in charge of the stop, timing and start under the responsibility of the race director.

I - Indication of the infringement : Presentation of the black flag with the number of the quad on a stop sign during 3 laps.

II - If the quad doesn't stop after these 3 laps : Presentation of the black flag with an orange circle and the quad number on a stop sign. **IMMEDIATE STOP AND DOUBLE PENALTY.**

III - If the quad still doesn't stop : **EXCLUSION OF THE HEAT.**

BE CAREFUL : ALL THE ABOVE PENALTIES COULD BE WORSEN BY JURY ORDER IN CASE OF SEIOUS FAULT OR IN THE EVENT OF SECOND OFFENCE.



FICHE D'INSCRIPTION
 12 Heures de Pont de Vaux - Maxxis Mondial du Quad
 25 & 26 août 2012
 FIM N°

TOUS LES COURRIERS SERONT ADRESSES AU TEAM MANAGER

TEAM MANAGER

NOMSURNNAME	
PRENOM/FIRST NAME	
ADDRESS	
CP/Post code	
VILLE/TOWN	
PAYS/COUNTRY	
TEL PORTABLE	
EMAIL	

	PILOTE 1	PILOTE 2	PILOTE 3
NOM/Surname			
PRENOM/First Name			
ADRESSE/Address			
CODE POSTAL/Postcode			
VILLE/Town			
PAYS/COUNTRY			
TELEPHONE/Phone			
PORTABLE/Mobile			
FAX			
EMAIL			
NE(E) LE/Date of Birth			
N° LICENCE			
Permis de Conduire/Driving licence			
Palmarès			
QUAD			
Marque/Trademark.....Modèle/Model..... Cylindre/ Engine capacity.....CC Catégorie "CROSS COUNTRY" * OUI * NON Particularité.....			Nombre de silencieux supplémentaires contrôlés maximum 3/ Quantity of extra silencers checked a maximum of 3 *



TEAM :

Sponsors.....

Les sponsors cités sont mis dans la liste des engagés publiée dans le programme officiel, date de clôture 30/06/2012 /Sponsors are published on the entry list inserted in the program, closing date 30/06/2012

Nom de la personne habilitée à récupérer les badges à l'arrivée/ Name of the person who will collect the badges upon arrival

IMPORTANT POUR LA SELECTION DES TEAMS : Toute feuille d'engagement incomplète ne sera pas prise en compte prioritairement. IMPORTANT FOR BEING SELECTED : Entry forms which are not fully filled won't have priority.

Les emplacements des stands seront attribués à partir du 15 mai jusqu'au 31 juillet dernier délai. The pits will be allocated from May 15th to July 31st, last day.

Les concurrents déclarent avoir pris connaissance du règlement et en acceptent toutes les conditions. Ils s'engagent sur l'honneur à ne pas laisser d'autres pilotes que ceux régulièrement inscrits, participer à l'épreuve : essais et course. Ils certifient être en possession de leur permis de conduire au jour de l'épreuve et que les renseignements portés sur le bulletin d'engagement sont exacts.

Ci-joint la somme de 990 € /1170 € / 1260 € représentant le montant de l'engagement. (Merci d'entourer la somme correspondant). ATTENTION ! Un seul chèque par équipage. Chèque encaissable immédiatement et remboursé en cas de non sélection. **Pour les pilotes étrangers, seuls les virements bancaires sont acceptés + 30 €** pour frais bancaires .Merci de joindre un accusé de transfert. Confirmation des engagements 2ème quinzaine de juin.

Please find enclosed the amount of 990 € / 1170 € / 1260 € for the entry fees + **30 € for bank charges** (Please mark the corresponding amount) **IMPORTANT ! For non French competitors, only payment by bank transfer (SWIFT) are allowed** a copy of the bank transfer is enclosed as a guarantee. The confirmation will be sent by the first two weeks of July.

DATE : ____ / ____ / 201__

NOM ET SIGNATURE DU TEAM MANAGER
(précédés de la mention "Lu et Approuvé")

	Pilotes français	Foreign riders	
si dossier SOLDE avant le 15/03/2012/if paid before 15/03/2012	990 € <input type="checkbox"/>	990 € + 30 € <input type="checkbox"/>	Mode de paiement Chèque Virement
si dossier SOLDE entre le 15/03 et le 15/05/2012/if paid between 15/03 and 15/05/2012	1170 € <input type="checkbox"/>	1170 € + 30 € <input type="checkbox"/>	n° de chèque.....
si dossier SOLDE après le 15/05/2012/if paid after 15/05/2012	1260 € <input type="checkbox"/>	1260 € + 30€ <input type="checkbox"/>	Date.....
Visa administratif	Visa technique		Banque.....
			Titulaire.....

TO BE SENT BEFORE MAY 15TH 2012 :

