



COMITE D'ORGANISATION

Association Motocycliste de **Pont de Vaux**  
 Union Motocycliste de l'Ain  
 Affiliées à la **FFM** et à la **FIM**  
 Ligue du Lyonnais

**PDV KENNY QUAD CONTEST REGULATIONS 2011**

The Union Motocycliste de l'Ain (UMA) and the Association Motocycliste de PONT DE VAUX (AMPV), are organising on August 19, 20 and 21 2011 a Quad race, the **PDV Kenny Quad Contest**. The race consists in a 2 hours session. Teams will be made up of two riders and will ride only one quad of engine capacity at least 200cc and not exceeding 850cc.

« Classe 1 » cylinder capacity  $\leq 450 \text{ cm}^3$  ;

« Classe 2 » cylinder capacity  $\geq 450 \text{ cm}^3$

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., the width of the track will range from 27 to 39.37 feet.

This race is an invitation race. **Application fees amount to 250 € until March 31/ 280 € after March 31.**

**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 20€ for the bank charges** :

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

The number of entries is set to 80 teams. They will have to be sent, only by mail at the *Secrétariat A.M.P.V., 37 grande rue - 01290 Pont de Veyle France* at the latest before June 15, 2011 closing date or earlier as soon as the list of **80** teams is full.

In case of withdrawal before August 14th, only 50% of the entry fees will be reimbursed. Beyond this date entry fees will be kept.

**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 take start of the Quad Contest. 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 :**

### **Friday August 19, 2011 :**

The technical controls and paperworks will be on Friday August 21<sup>st</sup> from 8 am to 7 pm. You will be notified your time. Then the quad will be escorted to the town and parked at la Promenade (Place A. Decourt). From 6.00 pm presentation of the riders in the town, wearing their sport gears. The presentation schedule won't exceed 7.00 pm.

### **Saturday 20 August 2011**

Pre-grid : 8h15

Free and timed practices will be between 8.30 and 9.30. Only one round. All numbers taken into account.

### **Sunday August 21st 2011**

Pre-grid : 8h45

Start of the session at 9.00 and end at 11h.

The podium will be at **11h15**

The prize awards will be at 12.00 under the Holeshoot

## **Article 3 Competitors :**

There will necessarily be 2 riders No change will be allowed after August 14th except in exceptional circumstances. A non respect of this clause might lead to your exclusion.

**The riders must be over 15 years of age. From 15 to 18 years old, the capacity of the engine is limited : 500 cc 2 and 4 strokes at a maximum.**

Every rider will have to show a rider licence, the driving licence. Day licence will be available on site, you will be required a less than 1 year medical certificate.

The rider will have a proper cross or enduro outfit, shoulders protections, long sleeves are compulsory, as well as a FIM certified helmet, see Federal regs. Radio contact with the pits is prohibited.

**BEWARE : Very important for safety, you have to wear a dorsal or full protection corresponding to the European technical rules 1621/2.**

**A driver's licence or an identity card and 200 € as a deposit will be required for the bibs and the transmitter. The deposit won't be given back if the transmitter is lost or the bibs damaged. Bibs and transmitter will be cleaned up.**

**Beware : 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 the whole team members. Please send us 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 team is responsible of their own quad, vehicles and equipment (the responsibility of the organisation couldn't be put forward in the event of robbery or damage).**

## **Article 4 Machines :**

**Classe 1 :** 2 strokes and 4 strokes cylinder capacity equal or less than 450cm<sup>3</sup>

**Will be allowed to take part the quad in conformity with the FFM regs art 6 – Championnat de France Endurance TT Quad.**

Quads will be built and normally marketed. Small scale and series could take part. The overall width won't be over 130 millimetres.

**Classe 2 :** 2 strokes and 4 strokes + than 450cm<sup>3</sup>

**Will be allowed to take part the quad in conformity with the FFM regs art 6 – Championnat de France Endurance TT Quad.**

Quads will be built and normally marketed. Small scale and series could take part. The overall width won't be over 130 millimetres.

**Compulsory : The official front plate has to be put exclusively on the front hood (the bumper is forbidden). The nerf-bars (FFM rules), circuit breaker for emergency stop.**

**Front/rear bumper in conformity with the sports regs, the chain transmission must be equipped with a device protecting the crown gear and the disk brake.**

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 back 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. The numbers will be fixed on the left and right sides (with adhesive background reflectors if possible).

**The back bumper : The ends must be rounded, the diameter is 15mm minimum.**

**The front headlight and back light have to be in good working order. They are compulsory for the parade in the town. During the race they will be protected**

#### **Article 5 Technical inspection/paperworks :**

After the paperworks, at the time indicated on the entry confirmation, the riders will have to show the machine for inspection. In case you wouldn't keep to the time indicated, you will be penalised (see penalties). However it will be possible for you to come earlier and show your machine.

Every team will have to get a 6kg extinguisher, specially designed for hydrocarbon fires. The extinguisher will have to be checked and marked at the inspections on Friday, moreover the marshals will come to the pits before the start to check them.

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

The frame will be marked by a touch of paint 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 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 round, the diameter is 15mm minimum. The 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.**

The lights, the cut-out switch and the fitting of the front plate will be checked at the technical controls. The quads can't be changed at the end of the controls.

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 convoy (10 machines) will be at your disposal at the entry of the quad park in order to take the pilots and their quad to the town. Quads will be systematically managed by the organization's 4x4 cars. Anyone going to city riding his quad, 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 n°110 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.**

#### **Noise control :**

According to the F.I.M. and FFM standards limited to **96 decibels (13m/s) art 8.5 RTS motocross FFM OR according the FIM standards in force in 2011.** Any machine over this limit couldn't start. During the race any machine considered too noisy will be stopped with the black flag with an orange disc. During the race all quads may be controlled at any time to check if any quad or marked part have been replaced.

At the end of the race, race officers will check if any irregularities have been committed.

#### **Article 6 : Briefing**

Saturday 20 August 2011 at 12.45. Team managers and riders have to attend it.

#### **Article 7 Pre grid :**

According to their results at the timed practices, the riders will have to come to the grid 30 minutes before the start of the 2 hours session.

Please check the ties and the bibs. One by one, under the control of a marshall, according to the place at the timed practices, they will go out the parc coureurs and will park their quads at an angle to the pits, in front of the pits and in the order of the places of the start grid.

During the time of pre-grid, no mechanics, no refuelling will be authorized. Only the rider with the bib, the press, the organisation and the race direction will be authorized on the track and the start area.



### **Article 8 Start :**

The places on the start grid will be according the qualifying practices.

The circuit breaker will be connected to the riders at the time of the start.

Start Le Mans type.

**No mechanics or refuelling authorized on the start grid.**

It is prohibited to push the machine at each start. That will be authorized one minute after the start, and after the Race director gives the authorization with a green flag, only the second rider could help.

In case of strong rain, the organisers will do their best to drain the mud of the starting area.

**For the safety of the riders, it is strictly prohibited to use the straw used as a protection near the start.**

### **Article 9 Refuelling and change of rider :**

The competitors must only use standard commercial lead-free fuel included bio energy. **Refuelling have to be made engine turned off** (see Penalties). No more than 10 liters of fuel can be stocked in the pit.

Smoking is strictly prohibited in the pits

The mounting of additional tanks as a “derrick” is prohibited only rapid filling is allowed (mobile manual appliance ex Acerbis etc... ). Only quick refuelling is allowed. It will be checked at the technical inspections.

A refuelling area will be delimited by the track. Only the persons or accompanying persons holding a pit lane pass will be allowed to enter in this area opened only for the practices and the race.

Any refuelling or change of riders will be done engine off. Only mechanics and the riders can work on the machine.

Beware the ties of the bibs.

**Riders under 18 couldn't run more than 60 consecutive minutes and will have to respect a compulsory time to make up : 45 minutes will be observed and controlled by the marshall.**

**The change of riders will be made in front of the refuelling pit, outside the deceleration lane and engine off.**

**The basic and essential safety instructions will compel the respect of bands, bibs, and passes authorized in the switchboarding area (pits wall). Only the persons with the riders, switchboarders, team managers bands could stay in this area (see penalties art 15).**

**A member with the access to the pit lane, will have to be ready to help with the extinguisher (6kg a least and approved for hydrocarbon fires) controlled and marked at the technical inspections.**

*Any rider riding on the pit lane or leaving his pit will have to respect the slow speed limit (30km/h at a maximum.*

*Any rider who rides too fast will be penalised by a 2 minutes “stop and go”.*

*Speed checks will be carried out during the practices and the race.*

An area will be specifically reserved for washing the machines during the practices and the 2 hours sessions,

### **Article 10 Technical aid in the pits :**

Except for refuelling any technical aid has to be done in the pit and outside the refuelling area. **Welding are forbidden in the pits. A specific area is provided behind the pits**

Any parts except the frame, could be changed. Big repairings will be made in the pit. Any repairings outside the pits will be penalised.

### **Article 11 Technical aid outside the pits :**

**In case of complete broken down, the rider and his teammate could push the machine to the pit, they will have to respect the direction, they could cross the track where it is authorised and under the responsibility of the road marshal (any towing is strictly prohibited).**

**The quad can be repaired on the track under the responsibility of the road marshall.**

Repairs on the track in special area and under a road marshal's responsibility :

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 without danger 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. Welding are forbidden in the pits. A professional is at your disposal in the technical area.





**11 bis : 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 repairs. (see penalties)

**Article 12 Arrival :**

Finishes will be in front of the timing post and the chequered flag will be waved up before 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 close the track after the last competitor.

**Article 13 Flags/Neutralization of the race :**

All the flags used during the race are the same normally used during 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).**

The black flag with an orange disk (40 cm in diameter) may be used to inform the rider whose quad has mechanical troubles that it might be dangerous not only for him but also for the other riders. As soon as the quad is repaired and the technical marshal is satisfied, the team can regain the race.

**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 Pace car rule. In this case, a special car equipped with flashing light will get on the track. It will be driven at 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 start 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). 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 (riding under the yellow flag).

**Article 14 Ranking :**

**The Scratch ranking will be made according the greatest number of laps at the end of 2 hours.**

**BE CAREFUL : Only the riders who will have cross the finish line within the 10 minutes after the chequered flag will be ranked.**

**Article 15 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 announcement of each heat ranking. 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 a delay of 30 minutes after the end of the race. 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 16 Penalties :**

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

### **Article 17 Podium :**

Will be invited on the podium at 11h15, the first 3 of the final “Scratch” ranking, the first Ladies, the machines will be shown in front of the podium until 12h00.

### **Article 18 Assurance :**

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).**

### **Article 19 Application of the Regs :**

Any questions not mentioned 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 whole regulations and accept all the clauses. They undertake themselves to respect all the decisions taken by the organisers 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 20 : Good Behaviour Charter**

**THE ORGANIZATION COMMITTEE COULD REFUSE THE START TO ANY TEAM WHO DUE TO A BAD BEHAVIOUR COULD DAMGE THE SPORT AND MARKETING INTERESTS OF THE EVENT**

### **Article 20 Officiels:**

DIRECTEUR DE COURSE :	Jean-Louis STAELENS/Michel MARIELLE/ Gérard BESSON
PRÉSIDENT DU JURY	Raymond GUICHER:
COMMISSAIRES SPORTIFS	Jean Pierre PIRET- Michel BERNARD – Daniel HOUYEZ
COMMISSAIRES DE ROUTE	Commissaires de piste, FFM, ligue du lyonnais et clubs voisins
COMMISSAIRES TECHNIQUES	Christian SULPICE - Didier LE BLAY
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](mailto:pont.de.vaux.tourism@wanadoo.fr) - [www.pontdevaux.com](http://www.pontdevaux.com)



## Article 21 Penalties:

All the time penalties will be punished by a “STOP AND GO”

TYPE OF INFRINGEMENT	STOP & GO
1 Lateness at the technical control	2 minutes per ½ h
2 Mechanics or another team member on the start place No respect of the safety rules in the pit lane/switchboarding area	2 minutes 2 minutes
3 Circuit-breaker not connected during the race or after stopping	1 minute
4 Excessive speed in the pits over 20km/h	2 minutes to exclusion
5 To pass a competitor under the yellow flag To pass a competitor when there is the “Pace Car”	1 minute 1 minute
6 Racing with bare arms, sleeves rolled up	1 minute
7 Anticipated start	1 minute
8 Engine working during the refuelling in the pits	2 minutes
9 If the rider doesn't wear the bib – Sponsor's ad on the bib is hidden	1 minute
10 No respect of the fire safety rules in the pit (welding, smokers, barbecue...)	2 minutes to exclusion
11 Race quad riding on the public thoroughfare	Exclusion
12 Any aggressive behaviour, gesture or insult toward the organization, a race officer, by rider or a member of his team	2 minutes to exclusion
13 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
14 Driving a mini bike or any other vehicle non authorised within the circuit	2 minutes to exclusion
15 No respect of the maximum time of riding by relay and non respect of the time of making up compulsory between refuelling for the riders under 16	5 minutes to exclusion
16 External assistance outside the pit (eg : change of goggles)	2 minutes to exclusion
17 Washing quad out of the place reserved for this	2 minutes to exclusion
18 No respect of the noise standards (96 decibels)	2 minutes to exclusion
19 No front/back numbered plates	1 minute

### 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.



**SCRATCH  
Awards**

<b>1<sup>st</sup></b>	400 € + cups
<b>2<sup>nd</sup></b>	300 € + cups
<b>3<sup>rd</sup></b>	200 € + cups

<b>1<sup>st</sup> / 2<sup>nd</sup> / 3<sup>rd</sup></b>	<b>Classe 1</b>	<b>cup</b>
<b>1<sup>st</sup> / 2<sup>nd</sup> / 3<sup>rd</sup></b>	<b>Classe 2</b>	<b>cup</b>
<b>1<sup>st</sup> / 2<sup>nd</sup> / 3<sup>rd</sup></b>	<b>trophée VIP, presse, industrie</b>	<b>cup</b>
<b>1<sup>st</sup> / 2<sup>nd</sup> / 3<sup>rd</sup></b>	<b>Ladies</b>	<b>cup</b>
<b>1<sup>st</sup></b>	<b>less than 16</b>	<b>cup</b>
<b>1<sup>st</sup></b>	<b>New energy</b>	<b>cup</b>



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