



COMITÉ D'ORGANISATION
A.M.P.V.(Association Motocycliste de PONT-DE-VAUX)
Union Motocycliste de l'Ain (UMA)
Ligue Rhône-Alpes

LES 12 HEURES DE PONT DE VAUX

MAXXIS MONDIAL DU QUAD

2014

REGULATIONS



AMPV

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ARTICLE 1: GENERAL REMARKS

The Association Motocycliste de PONT-DE-VAUX and the Union Motocycliste de l'Ain are organizing the 28th edition of “ - 12 Heures de Pont-de-Vaux - Maxxis Mondial du Quad” on **August 21, 22, 23 & 24 2014**. 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.

The race is registered as an international race (FIM N°293) on the FFM calendar.

This race is defined in these regulations, the national rules of the FFM and the FIM regulations.

The track will be approximately 2 miles long plus an impound area where all the quads are parked. The width of the track will range from 24 to 36 feet,

The maximum number of teams is limited to 111.

“The 12 Heures de Pont-de-Vaux ” is an invitation race.

ARTICLE 2: ENTRY FEES

Before February 15, 2014, the first 30 teams to enter will only pay 840€(eight hundred and forty euros)

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.

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
AMPV Secrétariat - 37 grande rue – 01290 Pont de Veyle France

If it was completely unavoidable and the race couldn't start, the organizers wouldn't be responsible and entry fees wouldn't be refundable.

ARTICLE 3: NUMBER OF COMPETITORS

The number of teams is set to **111 applications**. Entries will be closed as soon as the 111 entries are reached, according to the date of receipt of the entry.

ARTICLE 4: LICENCES

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).

The “Day licence” form can be downloaded on the FFM <http://www.ffmoto.org/journee-licence>

Riders must be over 15. From 15 to 18 years they could only ride on a 550 cc - 2 or 4 strokes

ARTICLE 5 : SCHEDULE

The setting up in the pits will be on Tuesday August 19th 2013 from 15:00 for heavy trucks 19 T. Wednesday 20th from 8:00 to 20:00

Paperworks and technical inspection	THURSDAY August 21	from 8.00 to 19.00
Parade in town		from 19.00 to 22.00
Free practices	FRIDAY 22	from 13.00 to 14.00
Time practices		from 17.15 to 18.15
Start of the first heat	SATURDAY 23	pre grid 13:15 - start 14:00/finish 18:00.
Start of the second heat	SATURDAY 23	pre grid 19:30 - start 20:00/finish 01:00.
Start of the third and last heat	SUNDAY 24	pre grid 13:00 - start 13:30/finish 17:30.
Trophys	SUNDAY 24	at 18:30.



ARTICLE 6 : OFFICIALS

DIRECTEUR DE COURSE :	Jean Louis STAELENS
DIRECTEUR DE COURSE ADJOINT :	Patrice CLAISSE
PRÉSIDENT DU JURY	André LOGIER
COMMISSAIRES SPORTIFS	Daniel HOUYEZ , Paul ROCHE
COMMISSAIRES DE ROUTE	Commissaires de piste, FFM, ligue Rhône Alpes et clubs voisins
COMMISSAIRES TECHNIQUES	Christian SULPICE
CHRONOMÉTRAGE	

ARTICLE 7 : TECHNICAL ORGANISER

Rodolphe MAINGRET is in charge of the respect of the technical and safety rules.

ARTICLE 8 : VISITORS

The maximum number of visitors attending at the same time the event is 5000 (five thousand)

ARTICLE 9 : SAFETY ARRANGEMENTS

Security barriers are put to hold back the visitors all around the places they are allowed to go as well as the starting and finish areas, the impound area.

Animals are strictly forbidden (dogs, even guard dogs, etc...) within the circuit, paddocks, spots for riders mechanics, switchboarders and press industry representatives.

A 1 meter width no man's land will be on both sides of the tracks to ensure greater security for the public and the riders. A barrier or obstacle will delimit this area on the public side and markers on the track side.

The markers in the safety area won't be 50cm higher than the floor track and they can be linked together with a tape (for safety reason ropes are forbidden). These markers are wooden (can be easily broken) or any other flexible material. Security composite markers can also be used.

ARTICLE 10 THE FLAGS

National flag	Starting signal of the race
Green flag	Free track
Red flag	Stop sign of the race or practice
Still Yellow flag	Danger, slow down and overtaking is forbidden.
Waved yellow flag	Serious danger, slow down and be ready to stop, overtaking is forbidden. The yellow flag is used when there is an accident if it is serious or if the track is blocked up.
Black flag :	staring, with the STOP sign and the racer # , stopping signal.

ARTICLE 11 : ACCESS TO THE PITS/HOLDINGS OF THE PITS

Pits will be allocated from May 15th till July 31st. Only one machine, the one checked at the technical inspection could be parked in the paddocks. 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).

The entrance to the pits will be controlled from Thursday 28th This particular instruction is also valid for the implement of a strict respect for the use of the car stickers.

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).

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 specialised expert company (Apave, Socotec, etc...). The installations for the switchboarding mustn't go over the track or the pitlane.

The teams will send a list with the names of all the persons of their team. This list is required for the allocation of the bands.

The FFM reminds you : as for any sport, it's better than any person who wants to go to the refuelling and/or switchboarding area during the race being insured. So you would need a licence called "assistant pilote" "LAP" (35€ per year), a sport licence (NCB, NCA etc) or manager etc

We remind you the promoters of the race won't insure the person who are in the refuelling and/or switchboarding area if they are not members of the organization.



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

Badges and stickers are only for aid. In case of fraud, the team will have to paid for 100 € plus a penalty cf. Article 41. A special area will be at the disposal of the manufacturers and quad accessories dealers (se QuadExpo regs)

One extra sticker per team will be given, it will be for bike/quad so that they could move in the paddocks. The other vehicles will have to be parked in the P1, 2 per team at a maximum. A place will be allocated to park the non used trailers. The teams take their responsibility (chains, padlock).

The competitors have to respect the environmental rules set up by the organisers and according the FFM regs. The pit has to be cleaned and 50 € as a deposit will be required to be sure that the pit will be cleaned. The environmental ground sheet is compulsory.

ARTICLE 12 : RIDERS EQUIPMENT AND MACINESPECS

PROTECTIVE EQUIPMENT AND SPORTWEARS FOR RIDERS

A) SPORTWEAR art 41

During the race the riders have to wear a shock proof Crossman or enduro gear, the trunk as well as the arms are entirely covered, trousers and gloves made in strong materials and leather or equivalent material boots up to the knees.

Chest and back protector: EC standard and FFM label are obligatory. A back protector standards EN 1621-1 or 1621-2 Is compulsory.- Chest protector standard EN 14021 is heartily recommended.

Complete jacket (chest and back protector): The EN 1621-1 or 1622-2 is compulsory and the EN 14021 14021 is heartily recommended

B) EQUIPMENT Article 41

During the race the helmet is compulsory. It has to be properly tied, well fitted and in good condition. It has to be tied with a chin strap. All the helmets have to be patented with the following international official standards : FIM, Europa, ECE 22/05, Great Britain, BSA, and B, USA, SNELL + 2005 or Japan JIS T. A less 5 years old helmet is recommended.

For eyes protection, glasses, protection glasses as well as visor are authorized. Eyes protection and glasses have to be unbreakable. The visors can't be an integral part of the helmet. Protections that could change the view (scratched glasses) can't be used. Goggle "tear-offs" are forbidden.

C) MACHINES SPECS

The front plate under the colours of the organization (28x23cm) will be put art 41. The front plate has to be fixed. 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 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 are 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 Elite and AMA regulations) fixed on the protection bars pipe in order to prevent the pilot's foot from touching the ground.

A pad must be fitted on the cross bar. Handlebars without cross bar must be equipped with a pad put on the middle of the handlebar. It will recover the flange of the handlebar.

A solid material or rubber will blocked the ends of the handlebar.

- Sprocket compulsory
- Case saver for chain is compulsory
- Cross front bumper is forbidden
- Chain saver and sprocket are authorized and back protection compulsory

Particular requirements for lighting : for the night heat, the quad will be equipped with a front headlight and a no twinkling rear light which will be as one with it. The lights will be in good working order. The rear light is obligatory red and visible under a safety distance no exemption could be allowed.

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

Onboard cameras are only for the organization.

We remind the riders that both machine and material are under their responsibility during the event. So they continuously have to watch them. Under no circumstances they could put forward the responsibility of the promoters in case of theft or damages.



ARTICLE 13 : PAPERWORKS AND TECHNICAL INSPECTIONS

All the administrative concerning the teams and the technical controls will be on Friday 30 from 8 AM to 6 PM, at the circuit. The riders have to be present at the paperworks at the time written on the confirmation. Any team who will be more than 2 minutes late regarding her notification will be penalised article 41.

PAPERWORKS

The riders will have to show

- Their entry confirmation
- Their license
- Their identity card
- 200 € as a deposit are required to get the bibs and the transmitter.
- The deposit won't be refunded if the transmitter is lost or the bibs are damaged, furthermore they have to be cleaned before being given back.
- Any Foreign riders will have to show their riders licence, and their federation start permission.

After the paperworks, riders have to show their bike at the technical inspection .

TECHNICAL INSPECTION

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.

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

According to the F.I.M. and FFM standards limited to **114 decibels at a maximum 2 metres distance (FFM 2014)** 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.

Quick manual refuelling system with a manual valve

An extinguisher 6kg approved for hydrocarbon fire will be put at the refuelling place of the machine. Water type extinguisher are forbidden. It will be checked and marked.

ARTICLE 14 NIGHT SESSION

As soon as the race director gives the order and during the whole night session the front and rear lights have to be lighted.

The helmets will be equipped with reflective stickers on the back side (red 50 cm²) and on both sides. Reflective armbands given by the organisation are compulsory during the night session.

ARTICLE 15 INTRODUCTION OF THE TEAMS IN TOWN

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 string of quads (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 the organization 4x4 cars. Anyone riding his quad to go to the town, out of the convoy, will be punished by the gendarmerie or the organization (article 41). 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°81 to 1 for Quad Contest from 19:00 to 22:00 and then 111 to 1 for the Mondial 7 pm to 10.00 pm. At the paperworks the notification with the time of presentation will be given to the riders **The helmet is compulsory** from the exit of the podium till the return by the convoy. **Taking part to the parade is compulsory and the return to the circuit will be in convoy as planned by the organization.**

ARTICLE 16 BRIEFING

Friday August 22nd: 18:25 at the podium "Ville de Mâcon" at "the Esplanade" in the town. It is compulsory for all the riders, signature will be required.

ARTICLE 17: ARE AUTHORIZED TO MOVE

During the race, except the quad taking part to the race, only the following persons will be authorized article 41

IN THE PADDOCKS

Only the persons with badges/bands. Vehicles with stickers

IN THE PITS

1 team manager, 3 riders, 2 mechanics, 1 switchboarder

No vehicle. Only walking.

BEYOND THE PIT LANE / PIT LANE, SWITCHBOARDING

Only the persons with bands "riders", "switchboarders", "team managers" are authorized to enter there. Vehicles are forbidden, only moving on foot is allowed



ARTICLE 18 : PRACTICES

Free practices Friday 22 August from 13:00 to 14:00
Timed practices Friday 22 August from 17:15 to 18:15

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

At the end of practices, please use the area on the back side of the safety lane to wash your quads.

ARTICLE 19 : PRE GRID

According to the timed laps results the riders will have to go to the start grid 45 minutes before the first round starts.

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

No mechanical help, refuelling or other assistance will be permitted during the pre-grid. **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 (article 41)**

ARTICLE 20 : START

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 boards 30s/5s when the flag is lowered by the race director, the riders will first run across the track towards their quads. They will **first connect their "circuit-breaker"** and then only start their engine. Early start is penalized article 41.

The riders will wear their sportswear and the machine will be the same as the one checked at the technical inspection otherwise they couldn't start.

The "circuit-breaker" must be rapped around the rider's wrist at the time of the start and as long as the rider is on his machine article 41.

For each start, it's totally prohibited to push the quad for starting. But one minute after the start, the race director allows to push the quad. He will wave about the green flag. The pilot could be helped only by one of his teammate.

In the event of a strong rain, the organisation will try to evacuate as far as possible mud from the starting area. The pilots aren't allowed to use the protective straw placed nearby the start for the safety of the teams.

ARTICLE 21 : SWITCHBOARDING

The basic and essential safety orders enforce the respect of the wristbands, jackets and badges authorized to enter the switchboarding area.

Only the persons with the following bands : "riders", "switchboarder", "team manager" are allowed to be in this area article 41

The switchboarding is made from the low wall, in front of the pit. It's forbidden to go over the low wall. Wind blades or pennons will be moved if necessary.

ARTICLE 22 : TV RADIO BROADCASTING

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

ARTICLE 23: PIT LANE

All along the pit lane, the speed limit is 20km/h at a maximum article 41.

Stopping on the pit lane or blocking is forbidden, it's the lane for the machines In case a marshall prohibits you to go on the track, you could only go back to the pits by the lane at the junction of the safety lane behind the pits.

ARTICLE 24 : CHANGE OF RIDER

Any change of rider will be in the pits, out of the deceleration track and engine turned off.

ARTICLE 25 : REFUELLING AND AID IN THE PITS

The competitors must only use standard commercial lead-free fuel bio energy included. **Refuelling have to be made in the pits and engine turned off** (see Penalties). No more than 20 litres 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...). One member of the team authorized to access to the pit lane will be ready to help with the extinguisher. Derricks are forbidden as well as jerrycan and funnel.

Only are authorised for any technical aid on the pit lane 1 mechanics + the riders under the direction of the chief of stand, that is to say a maximum of 3 people working directly on the machine.. 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

ARTICLE 26 : DURING THE RACE

The rider, the machine and the transmitter are inseparable.

Any change of machine is prohibited. Radio contacts with the pits are forbidden.

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



During the race, the race direction could take disciplinary sanction article 13 against any team reported as too noisy, the team will be offside the round. The race direction could allow the team take the start of the next round if the quad complies with the standard. 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. The quad could start as soon as the light is repaired article 41. Any riders without bibs or with a bib unfastened, with the sponsors' name or logo hidden have to stop immediately in their pit art 41. The sportswear protects the rider. Sleeves cover completely the arms. At the end of the race the marshalls will check that no irregularity has been committed.

ARTICLE 27 : 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..Only the rider is allowed to repair under the control of the road marshall. Mechanics couldn't help. Mechanics, assistance or help are forbidden outside the pits, ARTICLE 41.

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 could ask the race direction to get a tow for his quad. The closest track marshall will order for the official towing quad. This procedure will automatically penalize the team (Art. 41). The towing with any other quad or vehicle is strictly forbidden.

Cutting across the track is forbidden. During the race any rider going back to the paddocks will be considered as a failure to contest.

ARTICLE 28 : PROCEDURE STOP AND GO

A special area for Stop and Go will be built on the left side of the track after the timing post.

A timekeeper is in charge of stopping, timing and start under the responsibility of the race director

I – Infraction report : The STOP AND GO board and the rider's number are shown. The rider has to stop at the next lap at the STOP AND GO area, at the most after 3 laps.

II – If the rider doesn't stop after 3 laps, a black flag with the number are shown. He has to stop immediately and the penalty is doubled.

III – In case the rider doesn't stop : he will be expelled from the round

ARTICLE 29 : NEUTRALISATION OF THE RACE FOR REASON OF SECURITY, SAFETY CAR

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 car specially equipped with orange flashing light will immediately come out. It will be driven with a moderate speed. The yellow flag is shown at the look at posts, the riders catching up the safety car stay behind it in single file., it's forbidden to pass the safety car art 41. The exit of the pits is closed.

During the time of neutralization, a board "Safety car" will be put after the timing post to inform the riders. During the neutralization of the race, the machines can stop in the pits. The riders who stopped in their pits, will come in a single file at the exit of the pit lane and could only go back on the track when the marshall will give them the order, the safety car and the last quad have gone past. The exit of the pit lane will be one again closed, the riders will have to wait for the next group to enter again. When the race director calls back the "safety car", it switches on its blue light , Overtakings are still forbidden until the Safety car leaves the track and returns to its post, at the exit of the timing post. The track is free again and the exit from the pit lane is open again.. The park of the Safety car is signposted by yellow reflecting boards SAFETY CAR is perfectly readable.

Each lap made during the "Safety car" intervention counts for a lap.

ARTICLE 30 IMPOUND AREA

During the neutralization between the rounds, all the quads are parked in the impound area. As soon as both first two rounds are over, the quads are parked in the impound area according to the article 31. Only one rider could come in.

Only one rider with a bib can get to the impound area.

Between each round and the start of the following no mechanics is authorized even refuelling article 41.

The rider taking the start of the following round, wearing his bib will come to collect his quad to put it on the starting line.

When the chekered flag is down on the first, a marshall will immediately take the machines brought at a standstill in the pits for reasons of mechanics or any other, with all the parts to the impound area. All the operations including repairing on workbench will be stopped.

The marshall takes one of the riders with his full quad to the impound area. The quad could go out from the impound area during the grid and will stay at the entrance of the pit lane immobilized by a marshall. As soon as the round starts, the team could get to her pit.

If one of the riders were injured during the last lap and couldn't take his quad back to the impound area, one of the other two riders could go to collect it with a marshall and park it in the impound area.

Guards are watching the impound area during the neutralization.

ARTICLE 31 : FINISH – END OF THE RACE

For both 3 rounds finishes will be in front of the timing post and the chequered flag will be waved about up the straight line of the pits.

After the chequered flag, all the riders will have to slow down.

For the first 2 rounds, the riders keep their respective position and follow the "Pace Car" on the track (3/4 lap) right into the impound area.



For the 3rd round riders keep their respective position and follow the "Pace Car" on the track (3/4 lap) right into the impound area in front of the podium. Any stop on the pit straight line is forbidden.

NOTA: Arrival procedure

ARTICLE 32 : 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

For the 1st 2 rounds, the last lap of any team crossing the finish line within the 10 minutes behind the leader team won't be taken into account.

For the last heat only the riders crossing the finish line within the 10 minutes after the checkered flag being lowered will be ranked.

ARTICLE 33 : COMPLAINTS

Complaints will be accepted in conformity with article 510 and following of the "Code Sportif". The complaint will be given to the race director. All the complaints concerning the ranking will only be accepted during the race and within 30 minutes after the results of each heat being posted They won't be accepted after 30 minutes. 75 € will be required for any complaints concerning the rankings, they will be refundable if the complaint is justified..

ARTICLE 34 : PENALTIES

The event is a sport race. Security and sportsmanship are enforcing regs which have to be understood and applied otherwise penalties will be enforced.

Any behaviour that could put other riders' life at risk or security will be penalised.

According to the sport code, the jury could take sanctions : warning, disapproval, a time penalty, a fine that couldn't be over **450 €** relegation, expulsion from the race, the start of a proceedings.

Cf the list of penalties article 41.

The team are standing each other. **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 article 41**

ARTICLE 35 : 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 organiser.

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.

ARTICLE 36 : 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 paperwork 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 37: ENFORCEMENT OF THE REGS

Any team participating in the race will undertake herself to respect the entire regulations and accept all the clauses.

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.



They undertake themselves to respect all the decisions taken by the organisers and recognize the FFM sports code as the only one sports jurisdiction.

ARTICLE 38 : ACCOMODATIONS

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

ARTICLE 39 . Trophies List :

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

Article 40 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

1st , 2nd , 3rd Cross Country



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

	TYPE OF INFRINGEMENT		STOP & GO
1	Circuit-breaker not connected at the start or in bad working order	Article 20	3 laps to Exclusion
2	Any aggressive behaviour, gesture or insult toward the organization, a race officer, by rider or a member of his team	Article 34	100 €+ 3 minutes (*)to exclusion)
3	Fraudulent use of the passes and no respect of the allocation conditions Fraudulent use of the car pass	Article 11	100 €+ 2 minutes (*)to exclusion
4	Refuelling or mechanic between each heat	Article 30	2 minutes (*) to exclusion
5	Driving a pit bike or any other vehicle non authorised within the circuit	Article 17	2 minutes (*) to exclusion
6	External assistance outside the pit (eg : change of glasses)	Article 27	2 minutes (*) to exclusion
7	No respect of the noise standards (114 db at a maximum 2 metres distance).	Article 26	2 minutes (*) to exclusion
8	Going back to the pits with the official towing quad	Article 27	6minutes (*)
9	Be more than 2 minutes behind the paperworks schedule	Article 13	2 minutes (*)
10	Mechanics or another team member on the start place	Article 19	2 minutes (*)
11	No respect of the safety rules in the pit lane/switchboarding area	Article 25	2 minutes (*)
12	Refuelling without the engine turned off	Article 25	2 minutes (*)
13	Excessive speed in the pits > 20km/h	Article 23	2 minutes (*)
14	Anticipated start	Article 20	2 minutes (*)
15	To pass a competitor under the yellow flag	Article 10	2 minutes (*)
16	To pass a competitor when there is the “Safety Car”	Article 29	2 minutes (*)
	Nota (*) = STOP AND GO		





N° de Course/Race n°

FICHE D'INSCRIPTION
12 Heures de Pont de Vaux - Maxxis Mondial du Quad
August 22,23 & 24 2014
FIM N°293

N° de Stand souhaité/
Pits 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			
Marque/Trademark..... QUADModèle/Model.....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 30/06/2014 /Sponsors are published on the entry list inserted in the program, closing date 30/06/2014

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.

Avant le 15 février 2014, Les droits d'engagements pour les trente premiers équipages sont fixés à 840 € TTC (huit cent quarante euros)

Before February 15, 2014, the first 30 teams to enter will only pay 840€ (eight hundred and fourty euros)

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 : ____ / ____ / 2014

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

	Pilotes français	Foreign riders	
Si dans les 30 premiers dossiers avant le 15/02/14/if in the first 30 before 15/02/14	840 € <input type="checkbox"/>	840 € + 30 € <input type="checkbox"/>	
si dossier SOLDE avant le 15/03/2014/if paid before 15/03/2014	990 € <input type="checkbox"/>	990 € + 30 € <input type="checkbox"/>	Mode de paiement Chèque Virement
si dossier SOLDE entre le 15/03 et le 15/05/2014/if paid between 15/03 and 15/05/2013	1170 € <input type="checkbox"/>	1170 € + 30 € <input type="checkbox"/>	n° de chèque.....
si dossier SOLDE après le 15/05/2014/if paid after 15/05/2014	1260 € <input type="checkbox"/>	1260 € + 30€ <input type="checkbox"/>	Date.....
Visa administratif	Visa technique		Banque.....
			Titulaire.....

CE DOCUMENT EST A RENVoyer AVANT LE 15/05/2014/TO BE SENT BEFORE MAY 15TH 2014 :
AMPV 37 GRANDE RUE 01290 PONT DE VEYLE FRANCE racingmmo@aol.com



AMPV

37 Grande Rue
01 290 Pont de Veyle

00 33 3 85 23 10 07
racingmmo@aol.com

