



COMITE D'ORGANISATION  
Association Motocycliste de Pont de Vaux  
Union Motocycliste de l'Ain  
Affiliées à la FFM et à la FIM

# PDV KENNY QUAD CONTEST 2014

## Regulations



**AMPV**

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## Article 1: GENERALITY AND ENTRY FEES

The Union Motocycliste de l'Ain (UMA) and the Association Motocycliste de PONT DE VAUX (AMPV), will organise on August 21, 22, 23, 24 2014 a Quad race, the **PDV Kenny Quad Contest**. The race consists in two 1 h30-sessions. Teams will be made up of two riders and will ride only one quad of engine capacity at least 240cc and not exceeding 1000cc.

« Class 1 » cubic capacity  $\leq$  450 cc;

« Class 2 » cubic capacity  $\geq$ 450 cc

« Class 3 » 4 drive wheels, cubic capacity  $>$  450 cc

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 330 €until March 31/ 370 €after April 1st.**

## 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
<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 entries are 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 July 15<sup>th</sup> 2014, closing date or earlier as soon as the list of **80** teams is full.

In case of withdrawal before August 1st, only 50% of the entry fees will be reimbursed. Beyond this date entry fees won't be refundable.

## Article 2 SCHEDULE

### Thursday August 21, 2014

The technical controls and paperworks will be from 8 am to 12.30. You will be notified your time. Then the quad will be escorted to the town and parked at la Promenade (Place A. Decourt). 18:00 parade of the riders in the town, please wear your sport gears. The presentation schedule won't exceed 19:00. The timetable will be given at the paperworks.

### Friday 22 August 2014

Free and timed practices will be from 11.00 to 12.00. Timed practices from 11.30. The classes will race all together 15.40 Briefing Kenny Contest riders and managers

### Saturday 23 August 2014

Pre-grid: 8.30

1<sup>st</sup> session: from 9:00 to 10:30.

### Sunday 24 August:

Pre-grid: 8:00

2<sup>nd</sup> session: from 9:00 to 10:30

Podium at 10:35.

Awarding 12:30 – Podium Ville de Mâcon on the esplanade

## Article 3 COMPETITORS

The team will be made up by 1 rider for the “Solo Class” or two 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 engine capacity is limited to 500 cc 2 and 4 strokes at a maximum.**



#### Article 4 LICENSE

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 5 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 du lyonnais et clubs voisins
COMMISSAIRES TECHNIQUES	Christian SULPICE
CHRONOMÉTRAGE	

#### Article 6 : TECHNICAL ORGANISER

Rodolphe MAINGRET will make sure that technical and safety regs are enforced.

#### Article 7 VISITORS

The number of visitors attending the event at the same time is 5000 (five thousands).

#### Article 8 SAFETY MEASURES

Safety barriers will hold the visitors back the start/finish area, the impound area as well as all the places around the track. Pets (dogs, even guard dog, others etc...) are forbidden within the circuit, pits, areas reserved to riders, mechanics, switchboarders, manufacturers and medias.

If need be, the track will be watered before and between races/sessions in order to keep good riding conditions and protect the public and riders against the dust.

#### Article 9 RIDING GEAR

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

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.

Protecting your eyes, 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.

You will be required a driving licence or an identity card and 200 € as a deposit for the bibs and the transponder. The deposit won't be given back if the transmitter is lost or the bibs damaged. Bibs and transmitter will be cleaned up. We will also required 50€for your pit. The 50€will be given back at the end of the race only if the pit is clean.

#### Article 10 ACCESS TO THE PITS

Entrance to the pits will be controlled from Wednesday 21. This measure will put the strict respect of the car stickers into practice use (cf. penalties). Upon your arrival (parc entrance), **the whole badges and the front number plate** will be given to the **person representing the team** (see the entry form). Additional pass paddocks will be on sale on Thursday at the paperworks, limited to 3 per teams.



Badges/Bands: 2 riders, 2 mechanics, 1 switch-boarder, 2 accompanists. Children under 12 will obligatorily have an accompanist band; a total of 7 badges. Children under 4 won't be allowed in the paddock only in the P1. **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). You will park the trailers you don't make use in a special place assigned by the organisation. They will be under the responsibility of the team and will 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).

During the race the access to the refuelling and/or switchboarding areas is limited to the persons holding a "assistant pilote" license called LAP (35 € per year), a sport license (NCA, NCB, etc...) or manager. Be aware people not belonging to the organization present in the refuelling or switchboarding areas won't be guaranteed.

Riders have to respect the environmental rules of the organization and FFM.

The stand mat is compulsory in the refuelling and mechanic area.

## Article 11 MACHINE AND SPECS

### A. Machines

**Class 1:** 2 strokes and 4 strokes cubic capacity equal or under 450cc

**Will be allowed to take part the quad in conformity with the FFM regs art 6 – Championnat de France Endurance TT Quad.** Small scale and series could take part. The overall width won't be over 130 millimetres.

**Class 2:** 2 strokes and 4 strokes over 450cc

**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.

**Class 3:** 4 drive wheels cubic capacity over 450cc

Will be allowed to take part the quad in conformity with the FFM and the Championnat de France Endurance TT quad

### B. Machines Specs

**Compulsory: The official front plate has to be put exclusively on the fairing and not on the bumper.**

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. Made in a flexible and non rigid material, metal is 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).

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.

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

Onboard cameras are forbidden.

Remember that the quads and other equipment are under your responsibility during the event so the organization disclaims all responsibility for loss due to theft.





## Article 12 TECHNICAL INSPECTION/PAPERWORKS

Thursday 21 from 8:00 to 12:30

### A. PAPERWORKS

The riders have to be present at the paperwork 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.

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 paperwork, riders have to show their bike at the technical inspection. Any overrun of time will be penalised (see penalties). However it will be possible for you to come earlier and have your machine inspected.

### B. 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 extinguishers are forbidden. It will be checked and marked.

## Article 13 RIDERS PARADE IN TOWN ON THURSDAY 21 AUGUST

At the end of the technical inspection until the parade machines will be parked under the responsibility of the teams.

After the controls, a convoy (10 machines) will be at your disposal every 30 minutes 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 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 in 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 gear** 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 18:00 to 19:00 and then n°111 to 1 for the Mondial 19:00 to 22:00. **The helmet is compulsory** from the exit of the podium to the return by the convoy. The parade and **the return to the circuit must be in convoy set up by the organization.**

## Article 14 NOISE CONTROL

According to the F.I.M. and FFM standards the limit is **114 decibels (2 meters)**. Any machine over this limit couldn't start. During the race any machine over this limit will be stopped with the black flag with an orange disc. At any time during the race the quads may be controlled to check if quad or marked parts have not been replaced.

At the end of the race, race officers will check if any irregularities have not been committed.



## Article 15 BRIEFING

Friday 22 August 2014: 15:40. Team managers and riders have to attend it. **COMPULSORY**

## Article 16 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 1h30 session.

One by one, under the control of a marshall, they will leave the parc coureurs in order of arrival the timed practices and park their quads at an angle to the pits, in front of the pits and in the order of the start grid numbers.

During the time of pre-grid, no mechanics, no refuelling will be authorized. **Therefore, only one rider wearing a bib besides the rider taking the start will be authorized in the starting area**

## Article 17 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 gear 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 18 REFUELLING

The competitors must only use standard commercial lead-free fuel included bio energy. **Refuelling has to be made engine turned off** (see Penalties). 10 liters of fuel at a maximum can be stocked in the pit.

**Remember: Smoking is strictly prohibited in the pits**

The mounting of additional tanks like "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 engine off. Only mechanics and the riders can work on the machine.

The basic safety instructions will force the respect of bands, badges, jackets authorized in the switchboarding area (pit wall). Only the riders, switchboarder and team manager will be authorized (see penalties).

**An authorized member of the team having free access to the pit lane will be ready to help with the extinguisher (6kg at least and approved for hydrocarbon fires, water type extinguishers are forbidden) checked at the technical inspections. This person must wear a cotton gear: long sleeves and legs, helmet with visor, glasses and gloves (a gear type Nomex is recommended)**

## Article 19: RACE ON TV/RADIO

The results will be available on TV69 UHF/pal, on [www.pdvrracing.com](http://www.pdvrracing.com) (live) and on radio 108 FM

## Article 20: PIT LANE

The speed limit is 20km/h at a maximum.

Stopping on the pit lane or blocking it are forbidden. It has to be free for the machines.

In case the marshall prohibit the access to the pit lane, the only way to go back to the stand will be the lane allowed joining the safety lane behind the stands.

## Article 21: CHANGE OF RIDER

The change of rider must be in the pit, away from the slowing down track and the engine switched off.

## Article 22 TECHNICAL AID IN THE PITS

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



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

### **Article 23 TECHNICAL AID OUT OF 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.

### **Article 24: 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 25 ARRIVAL**

The arrival will be in front of the timing post and the checked 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 will stay behind the "Pace Car" and will follow it to the impound area. Another vehicle will close the track after the last competitor.

### **Article 26 FLAGS**

During the race the flags used are those normally used for any motorcycle race.

If anything should appear on the track it will be signalled by the yellow flag. **Overtaking under the yellow flag is strictly forbidden whether it is still fixed or waved (penalty).**

### **Article 27 NEUTRALIZATION OF THE RACE FOR SAFETY REASON, SAFETY CAR**

If anything should appear during the race (bad weather or any other reason) committing the security of the race, the race director could decide to neutralize it under the Safety car rules with the "Safety Car" board. In this case, the safety car with a flashing light will leave from the timing post and get on the track. The yellow flag is shown at the surveillance posts. As soon as the riders catch up the "Safety car", they will have to stay behind it keeping their place (penalties). During the neutralization of the race, the machines can stop 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 on 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.

During the neutralization, a "Safety car" board is put at the exit of the timing post to inform the riders. During the neutralization, machines can stop at the pits. Then they will stay in a single file at the exit of the pit lane and on the marshalls' order they could join the track after the Safety car and the last quad. The exit of the pits will be closed again the riders will have to wait for the next group to join the track. When the safety car is called back by the race director, it will switch on the blue flashing light, overtaking will still be forbidden until the safety car leaves the track to go back to its post. Then the track is free and the exit from the pit lane is open again. Reflective yellow signs "Safety car" on the edge of the track will brought the Safety car to the attention of the riders.

Each lap made during the intervention of the safety car is taken into account as a lap.

### **Article 28 PODIUM**

The first 3 teams of the Scratch will be called on the podium at 12h15 the first of the Lady Class, the machines will be displayed in front of the podium until 12:45.





### **Article 29 RANKING**

The Scratch combining the results of both sessions will be given at the end of the second session. The winner of PDV Kenny Quad Contest is the team with the greatest number of laps.

In case of equal laps, the ranking will be made by combining the times of both sessions. The arrival is according to the team leading the current session.

For the first session, for all the teams crossing the finish line 10 minutes after the leader team the last lap won't be taken into account.

For the second session, any quad having crossed the finish line within 10 minutes after the checked flag will be ranked.

### **Article 30 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.

### **Article 31 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.

### **Article 32 INSURANCE POLICY**

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 33 APPLICATION OF THE REGS – GOOD BEHAVIOUR CHARTER**

Any questions not mentioned in these regs will be ruled by the jury according to the measures within the reference texts.

**Any rider participating in the race will undertake himself to respect the whole regulations and accept all the clauses.** They undertake themselves to respect all the decisions taken by the organisers and acknowledge as the only one sport jurisdiction the one set up by the FFM code sportif

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

### **Article 34: HOTELS:**

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 35 LIST OF PENALTIES

A "STOP AND GO" will sanction all the time penalties

The jury might decide to worsen these penalties (serious offence, second offence...)

	TYPE OF INFRINGEMENT	STOP & GO
1	Race quad riding on the public thoroughfare, not in the convoy	<b>Exclusion</b>
2	Circuit-breaker not connected at the start or in bad working order	<b>3 laps to exclusion</b>
3	Any aggressive behaviour, gesture or insult toward the organization, a race officer, by rider or a member of his team	<b>100€+ 3minutes (*) to exclusion</b>
4	Fraudulent use of the passes and no respect of the allocation conditions Fraudulent use of the car pass	<b>100€+ 2minutes (*) to exclusion</b>
5	Driving a pit bike or any other vehicle non authorised within the circuit	<b>2 minutes (*) to exclusion</b>
6	External assistance outside the pit (eg : change of goggles)	<b>2 minutes (*) to exclusion</b>
7	No respect of the noise standards ( 114 db at a maximum 2 metres distance).	<b>2 minutes (*) to exclusion</b>
8	Lateness at the paperworks	<b>2 minutes (*) to exclusion</b>
9	Mechanics or another team member on the start place	<b>2 minutes (*) to exclusion</b>
10	No respect of the safety rules in the pit lane/switchboarding area	<b>2 minutes (*)</b>
11	Excessive speed in the pits over 20km/h	<b>2 minutes (*)</b>
12	Anticipated start	<b>2 minutes (*)</b>
13	No respect of the fire regulations in the pits (welding, smoking...)	<b>2 minutes (*)</b>
14	Refuelling without the engine turned off	<b>2 minutes (*)</b>
15	To pass a competitor under the yellow flag	<b>2 minutes (*)</b>
16	To pass a competitor when there is the "Safety Car	<b>2 minutes (*)</b>
17	If the rider doesn't wear the bib	<b>2 minutes (*)</b>
18	To be bare armed, sleeves rolled up	<b>Black flag</b>
19	No front/rear numbered plates	<b>Black flag</b>
20	No respect of the instructions in the pits	Black flag
		Black flag
	<b>Nota (*) = STOP &amp; GO</b>	



<b>SCRATCH Awards</b>		
<b>1<sup>st</sup></b>		600 €+ cups
<b>2<sup>nd</sup></b>		400 €+ cups
<b>3<sup>rd</sup></b>		200 €+ cups
<b>1<sup>st</sup></b>	<b>Classe 1</b>	<b>cup</b>
<b>1<sup>st</sup></b>	<b>Classe 2</b>	<b>cup</b>
<b>1<sup>st</sup></b>	<b>trophée VIP, presse, industrie</b>	<b>cup</b>
<b>1<sup>st</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>





**FICHE D'INSCRIPTION  
PDV KENNY QUAD CONTEST  
21,22, 23 & 24 aout 2014**

N° de course
--------------

	PILOTE 1	PILOTE 2
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		
Avez-vous déjà participé à une course ? Si oui laquelle ?		

QUAD	
Marque/Trademark.....Modèle/Model.....CC .....T.....	
Particularité.....	
Classe 1 <input type="checkbox"/>	Classe 2 <input type="checkbox"/>
Classe 3 4 x4 <input type="checkbox"/>	Solo <input type="checkbox"/>

Les concurrents déclarent avoir pris connaissance de l'épreuve et en acceptent toutes les conditions. 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  330 € jusqu'au 31/03/14 /  370 € après le 01/04/14 représentant le montant de l'engagement. Un seul chèque par équipage Chèque encaissable immédiatement. ATTENTION ! Pour les pilotes étrangers : paiement UNIQUEMENT par virement bancaire (SWIFT), pour tout virement bancaire 30€ seront à ajouter aux droits d'engagement pour les frais bancaires. Confirmation 1ère quinzaine de juillet.

	Pilotes français	Foreign riders
PAIEMENT AVANT le 31/03/2014/PAID BEFORE 31/03/2014	330 € <input type="checkbox"/>	370 € + 30 € <input type="checkbox"/>
PAIEMENT APRES LE 1/04 /AFTER 1/04/2014	370 € <input type="checkbox"/>	370 € + 30 € <input type="checkbox"/>
Visa administratif	Visa technique	

DATE : \_\_\_\_ / \_\_\_\_ / 2014

SIGNATURES DES PILOTES  
(précédées de la mention "Lu et Approuvé")





**AMPV**

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