



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 2015

Regulations



Secrétariat AMPV
32, Colonneville
F-03290 Pont-de-Vaux - FRANCE
Téléphone : 33 (0)3 85 23 10 07
MANAGÈRE : 33 (0)4 07 71 65 98
MANAGÈRE : 33 (0)6 11 76 55 22

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Article 1: GENERALITY AND ENTRY FEES

The Association Motocycliste de PONT DE VAUX (FFM N°C3139) will organise on August 20, 21, 22 and 23 2015 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 - SOLO
- Class - DUO
- Class - HANDISPORT
- Class - 4 drive wheels, cubic capacity > 450 cc

This race is on the FIM, FIM Europe calendars #IMN 490/01 and on the FFM calendar #359. 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.

Article 2: ENTRY FEES

Application fees amount to 340 € until May 15/ 390 € from May 16 2015.

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	

The entries are set to 90 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 August 1st 2015, closing date or earlier as soon as the list of **90** 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 3 NUMBER OF COMPETITORS

Entries are closed as soon as the list reaches 90 teams

Article 4 LICENCES

Are authorized the following licenses: FFM, UE, LUE and FIM. As for the FIM licenses the "Start permission" from your federation is also required. 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). The "Day licence" form can be downloaded on <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 (see at the end of the document)



Article 6 OFFICIALS

ORGANISATEUR TECHNIQUE:	Rodolphe MAINGRET
DIRECTEUR DE COURSE :	Jean Louis STAELENS 022555
DIRECTEURS DE COURSE ADJOINT	Patrice CLAISSE 006838
PRÉSIDENT DU JURY	André LIOGIER 171369
COMMISSAIRES SPORTIFS	Daniel HOUYEZ 058887, Paul ROCHE 142107
COMMISSAIRES DE ROUTE	Commissaires de piste, FFM, ligue Rhône-Alpes et clubs voisins
COMMISSAIRE TECHNIQUE	Patrick THEVENARD 147505 Christian SULPICE 022644
CHRONOMÉTRAGE	AFC Micro

Article 7 SAFETY ARRANGEMENTS

Safety 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.

The track will be watered before and between the races/sessions to ensure greater riding conditions and protection of the public and the riders against the dust.

Article 8 THE FLAGS (cf. annexe)

Article 9 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 10 PROTECTIVE EQUIPMENT AND SPORTWEARS FOR RIDERS

Article 10-1: Sportwear

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 1622-2 is compulsory and the EN 14021 heartily recommended

Article 10-2: Helmet

During the race an approved safety 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 certified to demanding international official standards: FIM, Europa,/ECE 22/05, Great Britain, BSA, and B, USA, SNELL + 2010 or Japan JLS T8133 2007. The helmet must be less than 5 years old.

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.

ARTICLE 11 ACCESS TO THE PITS/HOLDINGS OF THE PITS

Upon your arrival (parc entrance), **the whole badges and the front number plate** will be given to the **team representative** (see the entry form).

The entrance to the pits will be controlled from Wednesday 19th. This particular instruction is also valid for the implement of a strict respect for the use of the car stickers.

ARTICLE 12 BADGES-WRISTBANDS

Badges/Bands: 2 riders, 1 mechanics, 1 switch-boarder, 2 accompanists. Children under 12 will obligatorily wear an accompanist band; a total of 6 badges. Children under 4 won't be allowed in the refuelling area only in the Public area. Extra wristbands (3 per team at a maximum) will be on sale at the paperworks.

One extra sticker per team will be given for bike/quad to move in the park.

The other vehicles of the team, a maximum of 2, will be parked in the first park (P1). The not used trailers will be parked in a special spot assigned by the organisation. They will be under the responsibility of the team and will be secured (chain, padlock...).

Please remember 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.



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. Please note the promoters of the race won't be liable for the person present in the refuelling and/or switchboarding area if they are not members of the organization.

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

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

Article 13 MACHINE SPECS

A: Machines

Only machines corresponding to the FFM regs and to the French Endurance offroad championship regs will be admitted. A quad is a four wheel machines propelled by the rear wheels mounted about a horizontal axe. A four-wheeler is propelled by rear independent wheels.

B: Machines specs

The front plate under the colours of the organization (28x23cm) will have to be set up. 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.

Tanks 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 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 14 PAPERWORKS AND TECHNICAL INSPECTIONS

All the administrative concerning the teams and the technical controls will be on Thursday 20 from 8:00 to 16:00 at the circuit.

A: PAPERWORKS

The riders have to be present at the paperworks at the time written on the confirmation. Any team with more than 2 minutes late regarding her notification will be penalised.

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 .



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 kill- 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 sound level is limited to **114 decibels at a maximum 2 metres distance**. 3 additional 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 15 THE 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. Non street legal Atving into the city of Pont de Vaux is strictly prohibited. **All the riders** will have to be present on Thursday 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°91 to 1 for Quad Contest from 18:00 to 19:00. At the paperwork 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 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 17 BRIEFING

Friday 21 August 2015: 16:10. Team managers and riders have to attend it. COMPULSORY

Article 18 PREGRID

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 19 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 "kill-switch"** and then only start their engine.

Kill-switch: is compulsory and the lanyard must be attached to the rider's wrist at the start. Engine kill switches that are not used in conjunction with a lanyard may allow engines to run with no one at the controls. Any trick to set up the kill switch is strictly forbidden (pin, matchstick, plastic).

Push starting is prohibited but one minute after the start it will only be authorized by the race director. 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 20 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 21 RACE ON TV/RADIO

The results will be available on TV69 UHF/pal, on www.pdvrcing.com (live) and on radio 108 FM

Article 22 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 prohibits the access to the track, the only way to go back to the stand will be the lane linking the safety lane behind the stands.

Article 23 CHANGE OF RIDER

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

Article 24 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 25 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 26 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 27 FINISH

The arrival 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 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 28 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 29 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 marshal, 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 30 PODIUM

The first 3 teams of the Scratch, the first of each class will be called on the podium at 11:30 the first of the Lady Class, the machines will be displayed in front of the podium until 12:45.

Article 31 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 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 chequered flag will be ranked.

Article 32 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 33 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 34 INSURANCE POLICY

The organization has subscribed 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 35 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 36 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 - www.pontdevaux.com



Article 37 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	Exclusion
2	Kill-switch lanyard not attached at the start or in bad working order	3 laps to exclusion
3	Any aggressive behaviour, gesture or insult toward the organization, a race officer, by rider or a member of his team	100€+ 3minutes (*) to exclusion
4	Fraudulent use of the passes and no respect of the allocation conditions Fraudulent use of the car pass	100€+ 2minutes (*) to exclusion
5	Driving a pit bike or any other vehicle non authorised within the circuit	2 minutes (*) to exclusion
6	External assistance outside the pit (eg : change of goggles)	2 minutes (*) to exclusion
7	No respect of the noise standards (114 db at a maximum 2 metres distance).	2 minutes (*) to exclusion
8	Lateness at the paperworks	2 minutes (*) to exclusion
9	Mechanics or another team member on the start place	2 minutes (*) to exclusion
10	No respect of the safety rules in the pit lane/switchboarding area	2 minutes (*)
11	Excessive speed in the pits over 20km/h	2 minutes (*)
12	Anticipated start	2 minutes (*)
13	Refueling while the engine is running	2 minutes (*)
14	No respect of the fire regulations in the pits (welding, smoking...)	2 minutes (*)
15	To pass a competitor under the yellow flag	2 minutes (*)
16	To pass a competitor when there is the “Safety Car”	2 minutes (*)
17	Not wearing the bib	Black flag
18	Bare armed, sleeves rolled up	Black flag
19	No front/rear numbered plates	Black flag
20	No respect of the instructions in the pits	Black flag
	Nota (*) = STOP & GO	



SCRATCH Awards

1st Kenny purchase voucher of 500 € + cups + prizes

2nd Kenny purchase voucher of 300 € + cups + prizes

3rd Kenny purchase voucher of 200 € + cups + prizes

1st **Class SOLO** **cup + prizes**

1st **Class DUO** **cup + prizes**

1st **Class HANDISPORT** **cup + prizes**

1st **Class 4X4** **cup + prizes**

1st **Ladies** **cup + prizes**

1st **less than 16** **cup + prizes**

1st **New energy** **cup + prizes**



Annexe 1:

Setting up in the pits	Wednesday August 19	from 8:00 to 20:00
Paperworks and technical inspection	Thursday 20	from 8:00 to 16:00
Briefing	Friday 21	at 18:10
Free and timed practices	Friday 21	from 16:45 to 17:45
First heat	Saturday 22	pre grid 8:45 - start 9:15/finish 10:45.
Second heat	Sunday 23	pre grid 9:15 - start 9:45/finish 11:15.
Podium	Sunday 23	at 11:30
Trophys	Sunday 23	at 12:30 on the track.

Annexe 2:

National flag	Start of the race
Green flag	The track is free
Still Yellow flag	Danger, slow down and overtaking is forbidden.
Waved yellow flag	Danger is imminent, slow down and overtaking is forbidden. Jump is forbidden, the wheels of the quad are well in contact with ground.
White flag	Danger is imminent, be ready to stop. Overtaking is forbidden. Jump is forbidden, the wheels of the quad are well in contact with ground. This flag is used for calling emergency assistance
Red flag	Stop sign of the race or practice session
Chequered flag	End of the race or practice session





FICHE D'INSCRIPTION / ENTRY FORM
PDV KENNY QUAD CONTEST
 20, 21, 22 & 23 aout 2015
 # IMN 490/01

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		
Palmares		
QUAD		
Marque/Trademark.....Modèle/Model.....CCT/Stroke..... Particularité.....		
Classe Solo <input type="checkbox"/> Classe DUO <input type="checkbox"/> Classe 4 x4 <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 340 € jusqu'au 15/05/15 / 390 € après le 16/05/15 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 15/04/2015/PAID BEFORE 15/05/2015	340 € <input type="checkbox"/>	340 € + 30 € <input type="checkbox"/>
PAIEMENT APRES LE 16/04 /AFTER 16/05/2015	390 € <input type="checkbox"/>	390 € + 30 € <input type="checkbox"/>
Visa administratif	Visa technique	

DATE : __/__/2015

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

