



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

LES 12 HEURES DE PONT DE VAUX

MAXXIS MONDIAL DU QUAD

2018

REGULATIONS



Secrétariat AMPV
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ARTICLE 1: GENERAL REMARKS

The Association Motocycliste de PONT-DE-VAUX (Club FFM N°C3139) and the Union Motocycliste de l'Ain are organizing the 32nd edition of " - 12 Heures de Pont-de-Vaux - Maxxis Mondial du Quad" on **August 23, 24, 25 & 26 2018**. 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 on the FIM # **IMN** and FFM #309 (to follow) calendars. The race is defined by these regulations, the national rules of the FFM and the FIM regulations. The track is about 4.1 kilometres. The width of the track will range from 24 to 36 feet (8 metres to 12 meters), The maximum number of teams is limited to 111. "The 12 Heures de Pont-de-Vaux " is an invitation race.

ARTICLE 2: ENTRY FEES

Application fees are **1035 €** until **March 15, 2018** / **1235€** from **March 16 to June 16,2018** / **1335 €** after **June 16**.

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 have to be sent to

AMPV – 52 chemin des creuses - 01290 CROTTET- 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 they reach 111 entries, according to the date of receipt of the entry.

ARTICLE 4: LICENCES

Are authorized riders with the following licenses: national licenses from the member countries of the European Union, FFM, UE, LUE and FIM. As for the FIM licenses the "Start permission" from your federation is also required. The Day licence "Licence une épreuve LJA2" 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)



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ARTICLE 6: OFFICIALS

ORGANISATEUR TECHNIQUE:	Rodolphe MAINGRET 016212
DIRECTEUR DE COURSE :	André LIOGIER 171369
DIRECTEURS DE COURSE ADJOINT	Christophe COMAS 007077 / Michel BERNARD 003604
PRÉSIDENT DU JURY	Daniel HOUYEZ 058887
COMMISSAIRES SPORTIFS	Patrice CLAISSE 006838, Paul ROCHE 142107
COMMISSAIRES DE ROUTE	Commissaires de piste, FFM, ligue Auvergne 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. annex)

ARTICLE 9: ACCESS TO THE PITS/MAINTENANCE OF THE PITS

Pits will be allocated from May 15th till July 31st 2018. The machine checked at the technical inspection is the only one authorized to be parked in the paddocks.

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 22nd 2018. 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.

Structures with one level will be authorized only on the actual pits, but no overhanging over the pit lane. You will be authorized to build a construction like scaffolding on the wall of the pit lane only after having received the authorization of a specialised expert company (Apave, Socotec, etc...). The installations for the switchboarding mustn't go over the track or the pit lane.

During the race any person wanting to go to the refuelling and/or switchboarding area will have to hold a licence called "assistant pilote" "LAP" (45€ per year), a sport licence (NCO, etc) or manager etc

Please note the organizers are not made answerable for the person present in the refuelling and/or switchboarding area if they are not members of the organization.

ARTICLE 10: BADGES/WRISTBANDS

The teams will give a list of all the members and will send it at the same time as the entry form. We need this list for the wristbands. 1 team manager, 3 riders, 2 mechanics, 1 switch-boarder, 3 companions that is to say 10 badges. Children under 12 will obligatorily have a companion band; a total of 10 badges. Children under 4 aren't allowed in the paddock, only in the P1. Extra passes will be on sale 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 will be given per team 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. They are under the responsibility of the teams.

The competitors have to respect the environmental rules set up by the organisers and according the FFM regs.



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The pit has to be tidy. A 50 € deposit will be required to be sure that the pit will be cleaned. The environmental ground sheet is compulsory.

ARTICLE 11: PROTECTIVE EQUIPMENT AND SPORTWEARS FOR RIDERS

Article 11-1: 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. For the protectors without the FFM label:

- A back protector standards EN 1621-2 Is compulsory.
- Chest protector standard EN 14021 is heartily recommended.
- Complete jacket (chest and back protector): The EN 1621-2 is compulsory and the EN 14021 heartily recommended

Article 11-2: 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. Helmet spoilers are forbidden, except helmet originally approved with this spoiler. Prominent objects are forbidden: light, camera, etc.

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 12: 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 built-in rear light. 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. Studded tyres are forbidden.

Mondial class:

Cross country class: 2-wheel or four-wheel drive with independent transmission. The fuel tank capacity is free

PDVRetro Class: 2-stroke, engine capacity over 240cc



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Vehicles authorized to take part : QUADS : HONDA TRX 250 to 500 cc – Yamaha Banshee 350cc and over – Kawasaki Tecate 4 – EML – RST – Suzuki LT 250/500 cc quad racer and quadzilla – VLS – EXY – STAR TRACK – proto 2-stroke that took part to the 12 Hours

Reminder: 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 Thursday 23, 2018 from 8:00 to 19:00 at the circuit. 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.

Article 13-1: PAPERWORKS

The riders will have to show

- Their entry confirmation
- Their license
- Their identity card
- 250 € as a deposit are required to get the transmitter.
- The deposit won't be refunded if the transmitter is lost, 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 .

Article 13-2 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 **112 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 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. The non flashing rear read light is clearly visible.

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 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 of the number from 19:00 to 22:00.. 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 until the return by the convoy. **Taking part to the parade is compulsory** and **the return to the circuit will be in convoy as scheduled by the organization.**

ARTICLE 16 BRIEFING

It is compulsory for all the riders. Controls will be made.

ARTICLE 17: CLEARANCE TO CIRCULATE

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

Article 17-1 IN THE PADDOCKS

Are authorized the persons with badges/bands. Vehicles with stickers

Article 17-2 IN THE PITS

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

No vehicle. Pedestrian traffic only

BEYOND THE PIT LANE: PIT LANE, SWITCHBOARDING



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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 and timed practices see schedule annexe 1.

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 results of the timed laps 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.

Any trick (pin, matchstick, plastic) to set up the kill switch is strictly forbidden and punished.

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

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-switches** and then only start their engine. Early start is penalized.

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.

For each start, push starting is totally prohibited. But one minute after the start, the race director will give the authorization. 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 start could be given under Safety car by the organisation. It is strictly forbidden to take 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.

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. Streaming on Facebook PDVRacing.

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: PILOT CHANGE

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

ARTICLE 25: REFUELLING AND TECHNICAL AID IN THE PITS

The standard commercial lead-free fuel bio energy included is the **ONLY ONE ALLOWED**. The stock of fuel allowed in the pits will never exceed 20 litres. **Refuelling is exclusively made in the pits and engine turned off**. Only quick fill system is allowed (removable manual appliance with manual valve etc...). Derrick system is forbidden as well as jerrican or can with funnel.

One member of the team with the appropriate wear authorized to access to the pit lane will be ready to help with the extinguisher. The person in charge of refuelling will wear long sleeves and pant legs cotton clothing, helmet with visor, goggles and gloves (protection suit like Nomex is recommended)

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 except the frame could be replaced.

ARTICLE 26: DURING THE RACE

The rider, the machine and the transmitter form an indivisible whole.

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

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

Throughout the race, if a quad is too noisy it will be offside the round and a marshall will allow it take the start of the next round if the quad complies with the standard.



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Any quad with a headlight 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 sportwear protects the rider. Sleeves cover completely the arms.
At the end of the race the marshalls will check to prevent from any irregularity.

ARTICLE 27: HELP OUTSIDE 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, 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. 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 SAFETY REASON, 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. 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 once 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, Overtaking 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

At the end of the first two rounds, the quads are immediately parked in the impound area. Only one rider could come in.

Only one rider wearing the bib can get to the impound area.

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

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

When the chequered 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 the 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 each of the 3 rounds, the 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.



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ARTICLE 32: RANKING

The overall ranking is established at the end of the race. The overall ranking at the end of the last heat will combine 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 of equality 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.

Rankings of the last heat: after the chequered flag being lowered only the riders crossing the finish line within the 10 minutes will be ranked.

ARTICLE 33: COMPLAINTS

Complaints will be accepted in conformity with article 510 and following of the “Code Sportif”. They 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, the amount 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 proceedings.

Cf the list of penalties.

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 spots 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.

4) The official bibs are compulsory all over the event even during the official ceremonies (podium, press meeting, etc.). In the event a rider would like the official logo being included into their personal bibs, they will have to require at the organisers all the technical specs (size, colours). Bibs are included in the entry fees so that teams could keep them after the race.

ARTICLE 36: INSURANCE

The organization 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 in charge of the transport with ambulance - from the track of the 12 Heures Pont-de-Vaux (01) to the hospital des Chanaux - Mâcon (71).

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



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ARTICLE 37: ENFORCEMENT OF THE REGS

Any team participating in the race will undertake herself to respect the 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. 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	3000 €
	2nd	2000 €
	3rd	1500 €
	4th	800 €
	5th	600 €
	6th	400 €
	7th	300 €
	8th	200 €
	9th	150 €
	10th	120 €

Article 40 CUPS :

Best lap in race

1st, 2nd, 3rd 100 % Ladies team

1st Team 100 % under 16

1st, 2nd, 3rd Team living of the department Ain

1st, 2nd, 3rd Cross Country

1st, 2nd, 3rd PDVRETRO



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

	TYPE OF INFRINGEMENT	STOP & GO
1	Kill switch not connected at the start or in bad working order or any trick to help	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	100 € + Stop and Go 3 minutes to exclusion)
3	Fraudulent use of the passes and no respect of the allocation conditions Fraudulent use of the car pass	100 € + Stop and Go 2 minutes to exclusion
4	Refuelling or mechanic between each heat	Stop and Go 2 minutes to exclusion
5	Driving a pit bike or any other vehicle non authorised within the circuit	Stop and Go 2 minutes to exclusion
6	External assistance outside the pit (e.g. : change of glasses)	Stop and Go 2 minutes to exclusion
7	No respect of the noise standards (112db at a maximum 2 meters distance).	Stop and Go 2 minutes to exclusion
8	Going back to the pits with the official towing quad	6 minutes
9	Be more than 2 minutes behind the paperworks schedule	Stop and Go 2 minutes
10	Mechanics or another team member on the start place	Stop and Go 2 minutes
11	No respect of the safety rules in the pit lane/switchboarding area	Stop and Go 2 minutes
12	Refueling without the engine turned off	Stop and Go 2 minutes
13	Excessive speed in the pits > 20km/h	Stop and Go 2 minutes
14	Anticipated start	Stop and Go 2 minutes
15	To pass a competitor under the yellow flag	Stop and Go 2 minutes
16	To pass a competitor when there is the “Safety Car”	Stop and Go 2 minutes



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Annexe 1 :

Annexe 2 :

National flag	Start of the race
Green flag	Free track
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	St Andrew cross – Medical assistance on the track overtaking is forbidden. Jump is forbidden. The wheels are well in contact with ground.
Red flag	Stop sign of the race or practice session
Chequered flag :	End of the race or practice session.



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FICHE D'INSCRIPTION / ENTRY FORM
12 Heures de Pont de Vaux - Maxxis Mondial du Quad
Août/August 23, 24, 25 & 26, 2018

FFM # 309
IMN to follow

N° de Course/Race n°
N° de Stand souhaité/ Pits N°

TOUS LES COURRIERS SERONT ADRESSES AU TEAM MANAGER / MAILS WILL BE SENT TO THE TEAM MANAGER

TEAM MANAGER			
NOMSURNAME			
PRENOM/FIRST NAME			
ADRESSE/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/Post code			
VILLE/Town			
PAYS/COUNTRY			
TELEPHONE/Phone			
PORTABLE/Mobile			
FAX			
EMAIL			
NE(E) LE/Date of Birth			
N° LICENCE			
Permis de Conduire / CASM n° Driving licence			
Palmarès			
Marque quad/Trademark.....Modèle/Model.....CC Catégorie "CROSS COUNTRY" <input type="checkbox"/> OUI <input type="checkbox"/> NON Catégorie PDV RETRO <input type="checkbox"/> OUI <input type="checkbox"/> NON Particularité.....			Nombre de silencieux supplémentaires contrôlés maximum 3/Quantity of extra silencers checked a maximum of 3 *



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TEAM :

Sponsors.....
Les sponsors cités sont mis dans la liste des engagés publiée dans le programme officiel, date de clôture **30/06/2017** /Sponsors are published on the entry list inserted in the program, closing date **30/06/2018**

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, 2018 last day.

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

Ci-joint la somme de 1035 € / 1135 € / 1235 € 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 1035 € / 1135 € / 1235 € for the entry fees + **30 € for bank charges** (Please mark the corresponding amount)

IMPORTANT! For non French competitors, only payment by bank transfer (SWIFT) are allowed a copy of the bank transfer is enclosed as a guarantee. The confirmation will be sent by the first two weeks of July.

DATE : ____ / ____ / 201..

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

	Pilotes français	Foreign riders	
si dossier SOLDE avant le 15/03/2018 if paid before 15/03/2018	1035 € <input type="checkbox"/>	1035 € + 30 € <input type="checkbox"/>	Mode de paiement Chèque Virement
si dossier SOLDE entre le 16/03 et le 16/06/2018 if paid between 16/03 and 16/06/2018	1135 € <input type="checkbox"/>	1135 € + 30 € <input type="checkbox"/>	n° de chèque.....
si dossier SOLDE après le 17/06/2018 if paid after 17/06/2018	1235 € <input type="checkbox"/>	1235 € + 30€ <input type="checkbox"/>	Date.....
			Banque.....
			Titulaire.....
Visa administratif	Visa technique		



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