



A.M.P.V. (Association Motocycliste de PONT-DE-VAUX)  
et Union Motocycliste de l'Ain  
Affiliées à la FFM et la FIM



## REGULATIONS

### Maxxis Pont de Vaux 8 Heures Motos 2012

#### Article 1 :

The Association Motocycliste de Pont de Vaux and the Union Motocycliste de l'Ain and will organize a Bike race named Maxxis Pont de Vaux 8 Heures Motos on **August 18 and 19 2012**. Teams will be made of 1, 2 or 3 riders with 1, 2 or 3 bikes of cylindree <125cc. and >750 cc.

This competition will follow the FFM and FIM regulations as well as the race's own regulations.

The track will be approximately 5.5 km long. and the width of the track will range from 4 metres to 12 metres

The race is one of the FFM calendar considered as an European race

The 8 Heures Motos of Pont de Vaux is an invitation race. Application fees are **240 € until 15/06/12 and 300 € after 15/06/12**

**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 August 1<sup>st</sup>. In case of withdrawal after entries being closed, the entry fees won't be reimbursed except in case of severe circumstances.**

**A copy of the transfer order must be sent to AMPV to guarantee your registration in the race. Any entry without payment will not be taken into account by the committee.** Entries will be limited to 110 teams. They will have to be sent, only by mail, at the latest before August 1st, 2012 closing date or earlier as soon as the list of 110 teams is full, to the secretariat of organisation (address below).

Secrétariat A.M.P.V / 37 grande rue / 01290 PONT DE VEYLE/FRANCE.

**Foreign pilots could take a day licence (a medical certificate will be required). The pilots who won't have their bike driving licence, corresponding to the cylinder capacity, couldn't start at the 8 Hours of Pont de Vaux. The Day licence will be authorized.**



## Article 2. Schedule :

The setting up in the pits will be on Friday from 9.00 am to 8.00 pm

The technical **inspections** on **Saturday August 18, 2012** from **8.00 AM to 12.30 at the circuit.**

There will be 3 sessions : One 2-hour session on Saturday afternoon and two 3-hour sessions on Sunday.

Saturday :

1.30 pm : Briefing for all the riders and team managers. The briefing is compulsory.

From 2.00 pm to 4 pm Free and timed practices

Start of the first round at **5.30 PM** and the arrival at **7.30 pm.**

Sunday :

Second round : 10.00 am – 1.00 pm

Third round : 3.00 pm – 6.00 pm

Trophies will be given out on August 19 at **6.45 PM.**

## Article 3. Machines/ Competitors :

3.a ) Machines cross and enduro

### **MX1/EX1**

▶ Bike is equipped with 250 cc 2 strokes engine (T) or 450cc 4 stroke engines

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### **MX2/EX2**

▶ Bike is equipped with 125 cc 2 strokes engine (T) or 250cc 4 stroke engines

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### **MX3/EX3**

▶ Bike is equipped with 500 cc 2 strokes engine (T) or 650cc 4 stroke engines

3.b) Competitors

Teams will be formed by 1, 2 or 3 riders. Riders must be over 15. Under 18 we will require the parents' authorization. Each rider will have a valid driving licence or CASM. The rider will have a proper cross or enduro outfit, shoulders protections, long sleeves are compulsory, as well as a FIM certified helmet, see Federal regs.

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

A driving license and a guarantee (200 €) will be required in exchange of the transmitter for timing. The deposit won't be returned if the transmitter were lost. 2 bibs will be given and 50 € will be required as a deposit, in case the bibs are cut, the guarantee won't be returned.

**Be careful : Any troubles caused by one or several members of the teams or any prejudicial behavior which could disturb the event will lead to the expulsion of the team with immediate effect. The pilots are responsible of their team marshalls' attendance at the time scheduled by the organization. The pilots are responsible of the behaviour of all the members of the team. We will ask you to send the list of all the members of the team with your entry form. This list will be necessary for giving the wristbands to the members of the team.**

## Article 4. Paperwork :

All the paperworks concerning the teams will be on Saturday 18 2012 from 8.00 AM to 12.30, at the circuit.

The access to the paddocks will be controlled from Friday 17 from 9.00 am to 7.00 pm. This particular instruction is also valid for the implement of a strict respect for the use of the car stickers (penalties n°15).

Upon arrival (entrance of the paddocks), **all the badges for the team** will be given to the **person representing the team** and **designated** (see the entry form). Badges/Bands: 1 team manager, 3 riders, 2 mechanics, 1 switchboarder, 3 accompanists. Children under 12 will obligatorily have an accompanist band.

**7 passes will be given to each team as well as two stickers for the cars. They will be stucked on the only two vehicles authorized to stay in the paddocks. The other vehicles will be parked in the park (P1). Extra passes could be bought at the paperworks, only 3 extra passes per team.**

**We remind you that passes and stickers are only for the assistance.**



**In case of fraud, the team will have to pay a forfait amounting 80 € + a penalty (art. 15). In the technical area, a specific area will be at the disposal of the makers and propmen- Please ask us.**

Article 5. Technical control :

The machines must have 3 numbered plates, 1 front plate and 2 rear numbered plates. The figures must be readable as well as the back, they have to be dull non reflecting coloured. The minimum height will be 70 millimetres. Whatever are the figures, the pilots are responsible of their visibility. The English figures have to be used, that is to say a simple dash for "one" and a non crossed "seven".

**The number will be placed on the left (foreseen a white reflective sticker). The numbers will be sticken on both right and left side (if possible please allow a white sticky reflective back ground).** The numbered plate will be visible on both sides.

If possible the first numbers will be given according to the reception date. The organization remains the only one decision maker concerning the attribution of the number.

Every team in the race must have a **certified fire extinguisher of 6 Kgs**. They will be controlled by a race officer in the pits, it will be presented on Saturday at the technical controls in order to be stamped. Idem for the quick filling appliance.

Article 6. Checkings of the machine :

Once the paperwork is completed, the riders must present their quad to the technical control at the time indicated on their confirmation. **Any lateness will be penalized see penalties.**

The machines will be clean paint marks from former races will be removed.

The frame will be labelled by a touch of paint with a number written inside. **The tyres which will be used will be free tyres.**

The transmitter will be put up.

The control of the light and the fitting of the official front plate will be made during the technical controls. Front and rear lights must function simultaneously.

Lighting system : The enduro machines are allowed to be equipped with a lighting system, lights have to be plastic and hidden, stand and wing mirror are forbidden.

At the end of the technical inspection the machines will be parked awaiting the presentation under the responsibility of the riders.

Noise control :

According to the F.I.M. standards limited to **115 decibels**, any bike beyond this limit will not be allowed to race. During the race any bike exceeding the standard will be stopped by the black flag for repairing.

Article 7. Practices :

Practice will start on Saturday from 2.00 pm to 4.00pm. Timed practices from 2.30

The use of a spare bike is strictly forbidden. The practices have to be raced with the bike presented and authorized at the technical checks (see article 14 pit).

Article 8. Pre-grid :

According to the results of the timed practices the riders will have to go to the grid 30 minutes before the start. Please check the ties of the bibs.

Under the marshall's command, each quad will leave one-by-one from the park according to the practices ranking, so they will be parked at an angle to the pit in the order of the grid,.

Mechanical help, refuelling or other assistance will not be permitted on the pre-grid and the starting line.

**Therefore, only the riders wearing a number in addition to the one taking the start will be authorized to go on the track and in the starting place. Mechanics and all other members of each team will have to stay behind the wall separating the track from the pits. IT IS STRICTLY FORBIDDEN TO STAND ON THE WALL (cf penalties)**

Article 9. Start :

Start : Saturday 18/8 5.30 PM first round. Sunday 19/8 at 10.00 am 2<sup>nd</sup> round and at 3.00pm 3<sup>rd</sup> round. The starts will be given, style "LE MANS", the machine will be on the right side and the rider on the left side of the track. After the board 30s/35s, when the race director lowers the flag, the riders will first run across the track towards their quads. They will start their engine.



It is not allowed to push the bike for starting. One minute after the start, and after the race director allows it, such a start will be permitted. The race director will wave a green flag. One or two mechanics could help the rider to push the bike.

#### Article 10. Refuelling :

The competitors must only use standard commercial unleaded gas. Any special gas is not allowed.

**Refuelling must be completed with the engine turned off** (see penalties). Only 20 liters of gas can be stocked in the pit. Any installation such as a “derrick” is forbidden only quick refuelling is allowed (mobile manual appliance ex Acerbis etc...). A member of the team authorized to be in the pit lane (fluo bracelet/jacket) will have to be ready to help with the extinguisher.

The people allowed to stay in the pits are the riders, the mechanics (maximum two), the team manager and the “switchboarder”, only within the limits of the 4 metres corresponding to the pit.

#### Article 11. Change of rider :

Check the ties of the bibs. Any change of rider will be in front of the pit, on the side of the pit lane and **engine off**.

#### Article 12. Arrival - on the straight line in front of the pits :

The arrival will be in front of the timing post and the chequered flag will be waved up the straight line of the pits.

After the chequered flag, all the riders will have to slow down and keep their position. **Overtakings are forbidden.**

At the end of the straight line of the pits, riders will keep behind the “Pace Car” to the impound area. Another vehicle will close the track just behind the last competitor.

It is forbidden to stay along the pits wall. Moreover it is forbidden for each member of the team to get over the pits wall.

#### Article 13. . The pits :

**Any competitor riding on the pitlane to go or to leave his pit will have to go slowly (20km/h at a maximum). Beyond the speed limit he will be penalised by a “stop and go” 2 minutes. Radars will control the speed during the practices and the race.**

The pits will be attributed from Friday from 2.00 pm. Electricity will be supplied, one electric cupboard per 8 pits, one 3000 watts plug per pit.

Structures with a floor will only be authorized on the pits and no overhang over the pit lane will be allowed. **In case of a construction like a scaffolding put on the wall of the pit lane, we will accept this construction only if it is accepted by a specialised consultant company (Apave, Socotec etc...). The bumps on the outside part of the wall are forbidden.**

**We remind you that it's strictly forbidden to smoke in the pits. During the event, during the practices and the 3 rounds, you could wash your machine in a specific area.**

#### Article 14. Briefing

Saturday 18 : 1.30pm It's compulsory for the riders and team managers

#### Article 15. Flags – Neutralization of the race :

**15.a/ The flags** used during the race are the same normally used in any motorcycle race.

Incidents happening on the track will be signalled by yellow flags. **It is strictly forbidden to overtake under the yellow flag whether it is fixed or waved (penalty).**

**15.b/ Neutralization of the race :** In case an incident occurs during the race (weather conditions or any other event) committing the security of the race, the race director could decide to neutralize it under the Safety car rule. In this case, a special car equipped with flashing light will get on the track. It will be driven with a moderate speed. The exit of the pits will be closed (red flag) as soon as it gets on the track. During the time of neutralization, a board “Safety car” will be put on the start line in order to inform the riders. When the car gets on the track, on the orders of race director, the red flashing light will be switched on, and the yellow flag will be presented at the control post. As soon as the riders reach the “Safety car”, they will have to stay behind it and without change of place (penalties). During the neutralization of the race, the machines can 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 under the orders of



the marshall, after the "Safety car" passes at the level of the red flag. The exit of the pit lane will be closed. The riders who are still on the pit lane will have to wait the next group.

When the race director calls back the "safety car", it will have to make a complete go round of the circuit, flashing light being switched on, however it is still forbidden to pass the safety car until it leaves the track and go back to its park site. The "Safety car" has to leave the track where it took it, at the exit of the timing post. As soon as the "Safety car" leaves the track, the exit of the pit lane will be opened again. The parking site of the "Safety car" will be indicated with yellow reflective boards in which "Safety car" will be written. Each lap made when the safety car is on the track is counted as a lap. All the other rules of the race are still valid.

#### Article 16. Assistance in the pits

All parts may be replaced except the frame. Important repairs must be done in the pits. Any repairs performed outside of the pits will be penalized, except the one below mentioned. The pilots could bring back the machine up to the impound area pushing it in the way of the race. Under the marshall's responsibility they could cross the track at the places indicated. (Towing is strictly forbidden). The transmitter has to be brought on the bike and changed in the pits.

#### **Repairs on the track in special area and under a road marshall's responsibility :**

**Fast and temporary repairs (spark-plugs, chain, etc) can be done on a safe part on the side of the track and under a marshall protection, on condition that the quad is well parked and doesn't put in danger the safety of the other riders. The riders must do their own repairs, only tools and parts may be given to them by their assistance.**

**Welding is forbidden in the pits. A professional will be at your disposal in the technical area.**

**16 bis : Any stop along the track for assistance is forbidden outside the pits, any outside help is forbidden. In case of breakdown, the riders themselves will do the mechanics. (see penalties)**

#### Article 17. Ranking :

The overall ranking will be given at the end of the race. The team completing the most laps will be declared winner of the "Maxxis 8 Hours Motos of Pont de Vaux".

The winner of the overall ranking will be the team with the greatest numbers of laps. In case teams are tied concerning the laps, the ranking will be according the overall times of the 3 rounds. The arrival will be judged on the leader team of the current round. In each session the last lap of any team crossing the starting line with 10 minutes delay after the leader team won't be taken into account.

**BEWARE : only the teams who will cross the starting line of the last round after the checkered flag down will be ranked**

#### Article 18. Complaints :

Complaints will be accepted in conformity with article 510 and following of the "Code Sportif". Complaints concerning the ranking will only be accepted within 30 minutes after the announcement of each heat ranking. 75 € will be required and refunded if the complaint is justified. The complaint will be given to the race director. This amount is refundable if the complaint is justified. The complaint will be given to the race director .

The complaints between riders will accepted within 30 minutes after the end of the race. If an engine had to be dismantled, it will be performed by the mechanic of the quad, and the claimer will be asked 75 € for a two stroke engine, and 150 € for a 4 stroke engine. If the complaint is not justified, the amount will be given to the incriminated team. The claimer, and the claimer must assist to all the verifications.

#### Article 19. Penalties :

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

#### Article 20. Advertising :

Start will be automatically refused to any rider who doesn't wear the numbered jacket or if it doesn't match the original, (official sponsors are not visible). Furthermore the deposit won't be given back if the numbered shirts are cut, dirty or damaged etc...

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 "8 Hours ". Any advertisement, any posting of advertising or promotional action in and on the competitor stands are formally prohibited except express agreement of the organiser.



2) The park reserved for the competitors and assistance is placed at the disposal of the competitors and the firms in order to enable them to take part in the test under technical conditions as satisfactory as possible. This park cannot be used with purpose advertising executives, commercial or public relations, without prior agreement of the organise.

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 "8 Hours" and other proper administrative authorities.

#### Article 21. Insurance :

The organization will subscribe to an insurance policy.

**In case of accident, the "Association Motocycliste de Pont-de-Vaux" won't take care of the transport in ambulance - from the track of Pont-de-Vaux (01) to the hospital des Chanaux Mâcon (71), according to the FFM regs.**

#### Article 22. :

Any questions which is not written in these regs will be ruled by the jury according to the measures within the texts mentioned in the article 1.

**Any team participating in the race will undertake herself to respect the entire regulations and accept all the clauses.** They undertake themselves to respect all the decisions taken by the organisers and recognize the FFM sports code as the only one sports jurisdiction.

**Furthermore, if for any major reason, the race had to be cancelled, the organizing staff wouldn't be responsible toward the competitors and application fees wouldn't be reimbursed.**

#### Article 23. Officials

DIRECTEUR DE COURSE :	Jean Louis STAELENS
DIRECTEUR DE COURSE ADJOINT :	Gérard BESSON
PRÉSIDENT DU JURY	André LOGIER
COMMISSAIRES SPORTIFS	Daniel HOUYEZ , Patrice CLAISSE
COMMISSAIRES DE ROUTE	Commissaires de piste, FFM, ligue du lyonnais et clubs voisins
COMMISSAIRES TECHNIQUES	Christian SULPICE
CHRONOMÉTRAGE	AFC Micro

During the race: you could follow the race and consult the ranking on the radio and TV frequencies. The frequencies will be given to you later with your entry confirm. The organization will have its own frequency.

#### 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](mailto:pont.de.vaux.tourism@wanadoo.fr)

[www.pontdevaux.com](http://www.pontdevaux.com)

Centre de réservation hôtelières Mâcon nord



ANNEXE 1 . Tropheys List :

<b>SCRATCH</b>	<b>1st</b>	<b>1500 €</b>
	<b>2nd</b>	<b>1000 €</b>
	<b>3rd</b>	<b>500 €</b>

These sums will be given to the teams (except if the French State asks for the payment of eventual duties). No removal expenses will be paid.

Awards:

<b>Best lap in race</b>	<b>Cup</b>
<b>1st MX1 class - 125 cm3 2T/250 cm3 4T</b>	“
<b>1st MX2 class - 250 cm3 2T/ 450 cm3 4T</b>	“
<b>1st MX3 class + 450 cm3</b>	“
<b>1st Team 100% enduro (2 à 3 pilotes)</b>	<b>Entry for 2013</b>
<b>1st Ladies 100% (2 à 3 pilotes)</b>	<b>Entry for 2013</b>
<b>1st team -18 years best young</b>	<b>3 Équipements complets Dafy Motos</b>
<b>1er Team vétéran + 44 years (2 /3 riders)</b>	“
<b>1st Regional team Communauté de Communes de Pont de Vaux</b>	<b>3 Scorpion Exo Helmets</b>
<b>1st MAXXIS TROPHY</b>	<b>Contract MAXXIS 2013</b>
<b>2nd MAXXIS TROPHY</b>	<b>6 MAXXIS sets of tyres</b>
<b>3rd MAXXIS TROPHY</b>	<b>3 MAXXIS sets of tyres</b>



	TYPE OF INFRINGEMENT	STOP & GO
1	Bike riding on the public thoroughfare	Exclusion
2	Any aggressive behaviour, gesture or insult toward the organization, a race officer, by rider or a member of his team	2 laps to exclusion
3	Fraudulent use of the passes and no respect of the allocation conditions Fraudulent use of the car pass	2 minutes to exclusion 2 minutes to exclusion
4	<b>Driving a pit bike or any other vehicle non authorised within the circuit</b>	2 minutes to exclusion
5	External assistance outside the pit (eg : change of goggles)	2 minutes to exclusion
6	No respect of the noise standards (115 db at a maximum 2 metres distance). To be in compliance	2 minutes to exclusion
7	Lateness at the paperworks	2 minutes to exclusion
8	Mechanics or another team member on the start place	2 minutes
9	No respect of the safety rules in the pit lane/switchboarding area	2 minutes
10	Excessive speed in the pits over 20km/h	2 minutes
11	Anticipated start	2 minutes
12	Engine working during the refuelling in the pits	2 minutes
13	No respect of the fire safety rules in the pit (welding, smokers, barbecue...)	2 minutes
14	To pass a competitor under the yellow flag	2 minutes
15	To pass a competitor when there is the "Safety Car"	2 minutes
16	If the rider doesn't wear the bib – To be in compliance	
17	Racing with bare arms, sleeves rolled up – to be in compliance	
18	No front/rear numbered plates - To be in compliance	
19	No respect of rules in the pits	1 minute to exclusion

#### STOP & GO PROCEDURE

There will be a specific place for the "STOP AND GO" on the left side of the track, after the timing.

A timekeeper race officer will be in charge of the stop, timing and start under the responsibility of the race director.

I - Indication of the infringement : Presentation of the black flag with the number of the quad on a stop sign during 3 laps.

II - If the quad doesn't stop after these 3 laps : Presentation of the black flag with an orange circle and the quad number on a stop sign. IMMEDIATE STOP AND DOUBLE PENALTY.

III - If the quad still doesn't stop : EXCLUSION OF THE HEAT.

BE CAREFUL : ALL THE ABOVE PENALTIES COULD BE WORSEN BY JURY ORDER IN CASE OF SEIOUS FAULT OR IN THE EVENT OF SECOND OFFENCE.







**FICHE D'INSCRIPTION**  
**8 Heures Motos de Pont de Vaux**  
**18 & 19 août 2012**

N° de Course/Race n°
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**TOUS LES COURRIERS SERONT ADRESSES AU TEAM MANAGER**

TEAM MANAGER	
NOMSURNNAME	
PRENOM/FIRST NAME	
ADDRESS	
CP/Post code	
VILLE/TOWN	
PAYS/COUNTRY	
TEL PORTABLE	
EMAIL	

	PILOTE 1	PILOTE 2	PILOTE 3
NOM/Surname			
PRENOM/First Name			
ADRESSE/Address			
CODE POSTAL/Postcode			
VILLE/Town			
PAYS/COUNTRY			
TELEPHONE/Phone			
PORTABLE/Mobile			
FAX			
EMAIL			
NE(E) LE/Date of Birth*			
N° LICENCE			
Permis de Conduire/Driving licence			
CASM			
Palmarès			

**\* ATTENTION PILOTE - DE 18 ANS AUTORISATION PARENTALE OBLIGATOIRE**

MACHINE 1	MACHINE 2	MACHINE 3	MAXXIS Trophy by Boutibike <input type="checkbox"/>
Marque ..... Modèle..... CC.....T..... <input type="checkbox"/> MX1/ <input type="checkbox"/> MX2 / <input type="checkbox"/> MX3	Marque ..... Modèle..... CC.....T..... <input type="checkbox"/> MX1/ <input type="checkbox"/> MX2 / <input type="checkbox"/> MX3	Marque ..... Modèle..... CC.....T..... <input type="checkbox"/> MX1/ <input type="checkbox"/> MX2 / <input type="checkbox"/> MX3	<input type="checkbox"/> ENDURO <input type="checkbox"/> FEMININ <input type="checkbox"/> EQUIPAGE < 18 ans <input type="checkbox"/> EQUIPAGE > 44 ans <input type="checkbox"/>



**TEAM :** .....

**Sponsors** .....

Les sponsors cités sont mis dans la liste des engagés publiée dans le programme officiel, date de clôture 30/06/2012 /Sponsors are published on the entry list inserted in the program, closing date 30/06/2012

**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 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 240 € TTC (Deux cent quarante euros) jusqu'au 15/06/12 et 300 € après le 15/6/12. 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 240 € until 15/06/12 and 300 € after le 15/6/12 + 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 : \_\_\_\_ / \_\_\_\_ / 2012

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

	Pilotes français	Foreign riders	
Avant le 15/06/12 Before 15/06/12	240 € <input type="checkbox"/>	240 € +30 € <input type="checkbox"/>	Mode de paiement Chèque                      Virement
Après le 15/06/12 After 15/06/12	300 € <input type="checkbox"/>	300 € + 30 € <input type="checkbox"/>	n° de chèque..... Date.....
Visa administratif	Visa technique		Banque..... Titulaire.....

CE DOCUMENT EST A RENVOYER AVANT LE 01/08/2012/TO BE SENT BEFORE 01/08/2011 :

