



**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**

**MONDIAL DU QUAD 2021**

**Provisional  
REGULATIONS**

# Contents

Article 1	General remarks.....	3
Article 2	Entry fees.....	3
Article 3	Number of competitors.....	3
Article 4	Licences.....	3
Article 5	Schedule .....	3
Article 6	Officials.....	4
Article 7	Safety arrangements.....	4
Article 8	Flags.....	4
Article 9:	Access to the pits/Maintenance of the pits.....	4
Article 10	Badges/wristbands.....	4
Article 11:	Protective equipment and sportswears for riders.....	4
Article 12	Machines specs.....	5
Article 13	Paperworks and technical inspections.....	5
	Paperworks.....	5
	Technical inspection.....	5
Article 14	Night session.....	5
Article 15	Introduction of the team in town.....	6
Article 16	Briefing.....	6
Article 17	Clearance to circulate.....	6
	In the paddocks.....	6
	In the pits.....	6
	Beyond the pit lane : pits lane, switchboarding.....	6
Article 18	Practices.....	7
Article 19	Pre grid.....	7
Article 20	Start.....	7
Article 21	Switchboarding.....	7
Article 22	Race broadcasting on TV radio.....	7
Article 23	Pit lane.....	7
Article 24	Pilot change.....	7
Article 25	Refuelling and help in the pits.....	7
Article 26	During the race.....	7
Article 27	Help outside the pits.....	7
Article 28	Stop and go procedure.....	7
Article 29	Neutralization of the race for reasons of security, safety car.....	7
Article 30	Impound area.....	8
Article 31	Arrival – End of the race.....	8
Article 32	Ranking.....	8
Article 33	Complaints.....	8
Article 34	Penalties.....	8
Article 35	Advertising.....	8
Article 36	Insurance.....	9
Article 37	Enforcement of the regs.....	9
Article 38	Accomodations.....	9
Article 39	Prize list.....	10
Article 40	Awards list.....	10
Article 41	Penalties.....	11
Annexe 1	Schedule.....	12
Annexe 2	Flags.....	12

## 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 34th edition of " - 12 Heures de Pont-de-Vaux - Mondial du Quad" on **August 26, 27, 28 & 29 2021**. 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 # calendars.

The race is determined in accordance with by these regulations, the national FFM rules and the FIM regulations.

The track is about 4.1 kilometres, width from 24 to 36 feet (8 metres to 12 meters),

The maximum number of teams is 111.

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

## ARTICLE 2: ENTRY FEES (bibs included)

**NOTE: The first entries will be the last one to pass the paperworks and technical check. Indeed the date of receipt of your entry and entry fees will determine your time of checking, the last entries received will be the first to be convened.**

**"2021 LAUNCHING SPECIAL OFFER" 1,000€ before October 15th, 2020. (1,030€ payment by SWIFT)**

Application fees are: payment by CB 1,135 € until December 15, 2020 / 1,335€ from December 16<sup>th</sup> to May 16, 2021 / 1,435 € after May 16, 2021.

Payment by SWIFT 1,165 € until December 15, 2020 / 1,365€ from December 16 to May 16, 2021 / 1,465 € after May 16, 2021.

**IMPORTANT** : Payments for the race must **ONLY** be made by CB or by SWIFT bank transfer for non French competitors, please find hereafter our bank details, in this case **30€ will be added for the bank charges** :

BANK NAME	BANK ADDRESS	ACCOUNT NAME
<b>CIC Lyonnaise de Banque</b>	<b>LB PONT DE VAUX</b>	<b>AMPV</b>
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 2<sup>nd</sup> week of July. In case of cancellation before August 1st 2021, entry fees will only be refunded on the basis of 50%. Beyond this deadline no refunding will be possible.

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**

**Should the race be cancelled for force majeure, the organizers won't considered as responsible and entry fees won't be refunded.**

## Article 2 Bis REGISTRATION IN 2020 CARRIED FORWARD TO 2021

**For a better management of the entry list Teams entered in 2020 should confirm their participation as soon as possible or before May 15th, 2021. If your team doesn't take part to the race entry fees will be refunded at the end of the 2021 edition, within 18 months from the Mondial 2020. Any rider or team cancelling his entry will have the possibility to enter again but at the 2021 conditions (see article 2.**

## Article 2-1 ONLINE REGISTRATION

Easier, faster, and safer, register now online:

- Fill in your entry form and send it to [racingmmo@aol.com](mailto:racingmmo@aol.com)

- Pay your entry by credit card directly on <https://www.apayer.fr/AMPV>

In reference, don't forget to mention your race: 12H/ Contest /Kids and the name of the rider #1

## 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

Only the following licenses are allowed: 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 "1 manifestation" Licence 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 "licence une manifestation" form can be downloaded on <http://www.ffmoto.org/journee-licence>

Riders must be over 15. 15-18 years old 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:

DIRECTEUR DE COURSE :

DIRECTEURS DE COURSE ADJOINT

PRÉSIDENT DU JURY

COMMISSAIRES SPORTIFS

COMMISSAIRES DE ROUTE Commissaires de piste, FFM, ligue Auvergne Rhône-Alpes et clubs voisins

COMMISSAIRE TECHNIQUE

CHRONOMÉTRAGE AFC Micro

## ARTICLE 7: SAFETY ARRANGEMENTS

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

## ARTICLE 8: FLAGS (cf. annex #2)

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

Pits will be allocated from May 15<sup>th</sup> 2021 to July 31<sup>st</sup> 2021. Only machine checked at the technical inspection are allowed to be parked in the paddocks.

Upon your arrival (parc entrance), **team representative** (see entry form) will collect **badges and front number plate**.

Access to the pits will be controlled from Wednesday 25, 2021.

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 stickers will be parked within the pits without stepping on lane, safety's lane and other areas. Parking is prohibited on the lane (double way fire safety lane wit pickets) and on the strip of land behind the lane under penalty and will be subject to towing.

Stage structures will be authorized only on the pit itself, but overhanging over the pit lane is prohibited. You will be authorized to build installation such as scaffolding on the wall of the pit lane only if they are validated by an 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

NOTE: organizers are not made answerable for non-organization person present in the refuelling and/or switchboarding area.

## ARTICLE 10: BADGES/WRISTBANDS

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. 10 badges: 1 team manager, 3 riders, 2 mechanics, 1 switch-boarder, 3 accompanying people. Children under 12 will obligatorily have an accompanying band. 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 for assistance only. In case of fraud, a penalty will be applied see Article 41.

Other vehicles should 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.

Competitors should respect the environmental rules set up by the organisers and in accordance with FFM regs.

**The pit should be clean. A 50 € deposit will be required to make sure that the pit will be cleaned before leaving.**

## 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, chest and arms are completely 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:

- EN 1621-2 back protector standards is mandatory.
- EN 14021 Chest protector standard is heartily recommended.
- Complete jacket (chest and back protector): EN 1621-2 is compulsory and 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. Prominent objects are forbidden: light, camera, etc. Helmet spoilers are forbidden, except helmet originally approved with this spoiler

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.  
Retro-reflective stickers (5 square centimetres) are mandatory on back and sides.

### Article 12: MACHINES SPECS

The front plate supplied by 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 mandatory from the start to the end of the race. Rear plate made of a flexible assembly and carried out in a non rigid material, metal prohibited for reason of safety in the event of fall. Numbers are black on white and readable. The numbers will be fixed on the left and right sides (white adhesive background reflectors).



For the first 30 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.

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

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.

Onboard cameras are only for the organization. Studded tyres are forbidden.

**Mondial class:** Tanks are 22 litres at the most.

**Cross country class:** 4-wheel drive with independent transmission. The fuel tank capacity is free

2-wheel drive: Raptor, TRX700 and Outlaw 525, the fuel tank capacity is free.

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

**VETERAN:** riders turning 37 years at January 1st 2020

**Vehicles authorized to take par :** 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 August Thursday 26, 2021 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.

Secrétariat AMPV

52 chemin des creuses – 01290 Crottet

[racingmmo@aol.com](mailto:racingmmo@aol.com)

Tél. +33 03 85 23 10 07

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 **110 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 non flashing rear red light is clearly visible. (LED is recommended)

### **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** should be present on Thursday in Pont de Vaux. They should wear **race suit and helmet** and take part 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**

All the riders have to attend the briefing. It is mandatory. Attendance will be controlled. (See annex 1)

### **ARTICLE 17: CLEARANCE TO CIRCULATE**

Apart from quads taking part to the race the only persons authorized to circulate during the race are as follows:

#### 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

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

**WARNING: For insurance, no one else than the rider can wear the bib. Bib is not a jacket.**

### **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 30 minutes before the first round starts.

By order of the marshalls, for the 2<sup>nd</sup> and 3<sup>rd</sup> 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 numbers of the starting grid. 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**

10 minute before the start riders will position themselves along the pit wall; Heels against the pit wall.

A marshall will check the good positioning, and will be able to witness and establish a finding for non compliance with the start procedure. Penalty of 2'

Race director will be at the starting line.

Start will be given with the tricolour flag after the panel 30" and 5"

In the event a quad can't start, it could be helped after that race direction gives the authorization with the green flag.

In the event of a strong rain, the start can be given under Safety car by the organisation.

## 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. Stopping on the pit lane or blocking it is forbidden.

If access to track is denied by marshall, going back to the pits is only possible 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

Using an environmental mat (FFM standards) and a 5 litre bucket of absorbent product is mandatory in the refuelling area. An extinguisher 6kg approved for hydrocarbon fire will be put at the refuelling place of the machine. Water type extinguishers are forbidden. The standard commercial lead-free fuel bio energy included is the **ONLY ONE ALLOWED. Refuelling should exclusively be 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 wearing the appropriate garment 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 25 Bis:

**New rules implemented by SDIS (service départemental d'incendie et de secours) in order to prevent any fire risks and also to comply with Vigipirate.**

**Gas stock should never exceed 20 liter in the pits. Not including Derrick and refueling when starting.**

**The remainder approximately 100 Liters will be stocked in the stocking area (only 20 l jerricans stamped with team race number. The stocking area is a special spot allocated per team. It will be kept safe by fire department and watched 24h/24 from the free practices to the end of the race.**

**For safety reasons no pouring will be allowed in the stocking area (that's the reason why 20 liters jerricans are compulsory). Pouring will be exclusively in the pits. Stocking the jerricans in cars or trailers is not allowed. Failure to comply with this specific rule constitutes a grave offence towards the safety of the race, team is subject to penalties: 6' to exclusion in case of recidivism.**

## ARTICLE 26: DURING THE RACE

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

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

Quads may be controlled at any time to check that neither quad nor marked parts have been replaced.

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

Any quad with a headlight or rear light failure or even a partial failure or not complying 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.

Kill-switch is compulsory and should be connected to the rider as long as he is on the quad.

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 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.

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## ARTICLE 28: 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 and will show "SC" Safety car board.

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, passing the safety car is forbidden.

During the time of neutralization, a board "SC" "Safety car" will be put at the exit of the timing post to inform the riders. During the neutralization of the race, mechanical intervention and refuelling are authorized. Going back to the track will be done as follows: the exit of the pits will remain open 30 seconds after the safety car. 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 29 IMPOUND AREA

At the end of the first 2 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.

Security Guards are watching the impound area during the neutralization.

## ARTICLE 31: FINISH – END OF THE RACE

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

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

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

For the 3<sup>rd</sup> 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.

## 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 "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.

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

**For the 3<sup>rd</sup> heat, riders will keep their place and follow the car of the race direction by the track (3/4 lap) to the gathering area in front of the podium. Any stop in the straight line of the pits is forbidden.**

## 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. After this time they won't be accepted. 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.

Refer to 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 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) Spots reserved for competitors and assistance are 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 advertising, advertising, promotional or public relations actions intervening in the airspace 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) Wearing the bib provided by the organization is mandatory. Riders should wear their bibs throughout the event even at the podium, press meeting etc. Bibs are included in the entry fees and riders will keep them. But for their own promotion and press book riders will have the possibility to make their own bibs in conformity with the specifications (positioning and size of logos, color). However the riders will have to wear the bibs during practices and races.

## ARTICLE 36: INSURANCE

The organization subscribed to an insurance policy.

**In case of accident, transport by ambulance will be payable by the riders, "Association Motocycliste de Pont-de-Vaux" won't take in charge the fees concerning the transport by ambulance from the track of the 12 Heures Pont-de-Vaux (01) to the hospital.**

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.

## 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 : [contact@pontdevaux-tourisme.com](mailto:contact@pontdevaux-tourisme.com)- <http://www.bage-pontdevaux-tourisme.com>

## ARTICLE 39 . Trophies List :

<b>SCRATCH</b>	<b>1st</b>	<b>3000 €</b>
	<b>2nd</b>	<b>2000 €</b>
	<b>3rd</b>	<b>1500 €</b>
	<b>4th</b>	<b>800 €</b>
	<b>5th</b>	<b>600 €</b>
	<b>6th</b>	<b>400 €</b>
	<b>7th</b>	<b>300 €</b>
	<b>8th</b>	<b>200 €</b>
	<b>9th</b>	<b>150 €</b>
	<b>10th</b>	<b>120 €</b>

## Article 40:

<b>Best lap in race</b>	<b>Cups</b>
<b>1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> 100 % Ladies team</b>	<b>Cups</b>
<b>1<sup>st</sup> Team 100 % under 18</b>	<b>Cups</b>
<b>1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> Team living of the department Ain</b>	<b>Cups</b>
<b>1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> Cross Country Classe 4x4</b>	<b>Cups</b>
<b>1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> Cross Country Classe 4X2</b>	<b>Cups</b>
<b>1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> Catégorie Vétéran</b>	<b>Cups</b>
<b>1st, 2<sup>nd</sup>, 3rd PDVRETRO</b>	<b>Cups</b>
<b>1st, 2<sup>nd</sup>, 3rd VETERAN</b>	<b>Cups</b>

## CALEB MOORE TROPHY:

The trophy will reward the younger rider finishing the race on August Sunday 30 2020. In addition to the trophy, he/she will be rewarded with one Kenny outfit (jersey, trousers and gloves). Value 500€ (may not be exchanged or modified, and in no way be a financial compensation). Trophy registration is automatic.

**PENALTIES**

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

	<b>TYPE OF INFRINGEMENT</b>	<b>STOP &amp; GO</b>
1	Kill switch not connected at the start or in bad working order or any trick to help	<b>3 laps to Exclusion</b>
2	Any aggressive behaviour, gesture or insult toward the organization, a race officer, by rider or a member of his team	<b>100 € + Penalty 3' to exclusion</b>
3	Fraudulent use of the passes and no respect of the allocation conditions Fraudulent use of the car pass	<b>100 € + Penalty 2' to exclusion</b>
4	Refuelling or mechanic between each heat	<b>Penalty 2' to exclusion</b>
5	Driving a pit bike or any other vehicle non authorised within the circuit	<b>Penalty 2' to exclusion</b>
6	External assistance outside the pit (e.g. : change of glasses)	<b>Penalty 2' to exclusion</b>
7	No respect of the noise standards (112db at a maximum 2 meters distance).	<b>Penalty 2' to exclusion</b>
8	Going back to the pits with the official towing quad	<b>Penalty 6'</b>
9	Be more than 2 minutes behind the paperworks schedule	<b>Penalty 2'</b>
10	Mechanics or another team member on the start place	<b>Penalty 2'</b>
11	No respect of the safety rules in the pit lane/switchboarding area (welding, smokers, etc...)	<b>Penalty 2'</b>
11 bis	No compliance with gas rules: Stock exceeding the maximum allowed; no jerrican in the stocking area; gas stocking in cars and trailers	<b>Penalty to exclusion</b>
12	Engine running while refuelling	<b>Penalty 2'</b>
13	Excessive speed in the pits > 20km/h	<b>Penalty 2'</b>
14	Anticipated start	<b>Penalty 2'</b>
15	Passing a competitor under the yellow flag	<b>Penalty 2'</b>
16	Passing a competitor when there is the "Safety Car"	<b>Penalty 2'</b>

Annexe 1: Timing (to follow)




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.



## FICHE D'INSCRIPTION / ENTRY FORM

12 Heures de Pont de Vaux - Mondial du Quad  
Août/August 26, 27, 28 & 29, 2021

**FFM #**  
**# 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

<b>NOMS</b> SURNAME			
<b>PRENOM</b> /FIRST NAME			
<b>ADRESSE</b> /ADDRESS			
<b>CP</b> /Post code			
<b>VILLE</b> /TOWN			
<b>PAYS</b> /COUNTRY			
<b>TEL PORTABLE</b>			
<b>EMAIL</b>			
	<b>PILOTE 1</b>	<b>PILOTE 2</b>	<b>PILOTE 3</b>
<b>NOM</b> /Surname			
<b>PRENOM</b> /First Name			
<b>ADRESSE</b> /Address			
<b>CODE POSTAL</b> /Post code			
<b>VILLE</b> /Town			
<b>PAYS</b> /COUNTRY			
<b>TELEPHONE</b> /Phone			
<b>PORTABLE</b> /Mobile			
<b>FAX</b>			
<b>EMAIL</b>			
<b>NE(E) LE</b> /Date of Birth			
<b>N° LICENCE</b>			
<b>Permis de Conduire / CASM n°</b> Driving licence			
<b>Palmarès</b>			
<b>Marque quad/Trademark.....Modèle/Model.....CC .....</b> <b>Catégorie "CROSS COUNTRY" <input type="checkbox"/> 4x4    <input type="checkbox"/> 4x2    <b>VETERAN</b> <input type="checkbox"/></b> <b>Catégorie PDV RETRO                    <input type="checkbox"/></b> <b>Particularité.....</b>			<b>Nombre de silencieux supplémentaires contrôlés maximum 3/ Quantity of extra silencers checked a maximum of 3</b> <b>*</b>

TEAM : .....

Sponsors.....  
Les sponsors cités sont mis dans la liste des engagés publiée dans le programme officiel, date de clôture **30/06/2021** /Sponsors are published on the entry list inserted in the program, closing date **30/06/2021**

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 15<sup>th</sup> to July 31<sup>st</sup>, 2021 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.

**Offre Spéciale Lancement 2021 1000€ TTC (mille euros) avant le 15 octobre 2020**

Ci-joint la somme de  1135 € / 1335 € / 1435 € représentant le montant de l'engagement. (Merci d'entourer la somme correspondant). ATTENTION ! Un seul chèque par équipage. Chèque encaissable immédiatement ou paiement carte bancaire sur <https://www.apayer.fr/AMPV> N'oubliez pas dans REFERENCE de préciser la **catégorie** 12H-Contest-Kids et le **nom du pilote N°1** remboursement en cas de non sélection. Accusé réception par mail sous 8 jours. Confirmation des engagements 2ème quinzaine de juin.

**"2021 LAUNCHING SPECIAL OFFER" before October 15th, 2020: 1,000 €**

Payment by CB: Please find enclosed the amount of  1135 € / 1335 € / 1435 € for the entry fees (Please mark the corresponding amount) on <https://www.apayer.fr/AMPV> In REFERENCE specify the category 12h-Contest-Kids- and the name of driver N° 1

Or Payment by SWIFT: 1165 € / 1365€ / 1465 € after May 16, 2020. copy of the bank transfer is enclosed as a guarantee. Acknowledgment of receipt by email within 8 days. The confirmation will be sent by the first two weeks of July.

DATE : \_\_\_\_ / \_\_\_\_ / 20..

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

	Pilotes français	Foreign riders		Mode de paiement Chèque <input type="checkbox"/> Virement <input type="checkbox"/> CB <input type="checkbox"/> n° de chèque..... Date..... Banque..... Titulaire.....
		Swift	CB	
<b>"2021 LAUNCHING SPECIAL OFFER" before October 15th</b>	1000 € <input type="checkbox"/>	1030€ <input type="checkbox"/>	1000€ <input type="checkbox"/>	
si dossier SOLDE entre le 15/10 et le 15/12/2020 if paid between 10/15/2020 and 05/15/2021	1135 € <input type="checkbox"/>	1165 € <input type="checkbox"/>	1135€ <input type="checkbox"/>	
si dossier SOLDE entre le 16/12 et le 15/05/2021 if paid between 16/12 and 15/05/2021	1335 € <input type="checkbox"/>	1365 € <input type="checkbox"/>	1335€ <input type="checkbox"/>	
si dossier SOLDE après le 16/05/2021 if paid after 16/05/2021	1435 € <input type="checkbox"/>	1465 € <input type="checkbox"/>	1435€ <input type="checkbox"/>	
Visa administratif	Visa technique			