



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

LES 12 HEURES DE PONT DE VAUX

MONDIAL DU QUAD 2022

Provisional
REGULATIONS

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ARTICLE 1: GENERAL INFORMATIONS

The Association Motocycliste de PONT-DE-VAUX (Club FFM N°C3139) and the Union Motocycliste de l'Ain are organizing the 35th edition of 12 Heures de Pont-de-Vaux - Mondial du Quad" on **August 25, 26, 27 and 28 2022**. 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 1,000cc. The race is registered as an international race on the FIM # **IMN (to follow) and FFM # (to follow)** 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, time for paperworks will be set according to the date of receipt of your entry, the last entries received will be the first to be convened.

“2022 LAUNCHING SPECIAL OFFER” 1,000€ before January 9th, 2022. (1,030€ payment by SWIFT)

Application fees are payment by Credit card 1,150 € until February 15, 2022 / 1,250€ from February 16th, 2022

Payment by SWIFT 1,180 € until February 15, 2022 / 1,280€ from February 16, 2022.

NOTE: Payments for the race must **ONLY** be made by CB or by SWIFT bank transfer for foreign competitors, please find hereafter our bank details, in this case **30€ will be added 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 cancellation before August 1st, 2022, entry fees will only be refunded based on 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 considered 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 2021 CARRIED FORWARD TO 2022

For a better management of the entry list Teams entered in 2020 should confirm their participation as soon as possible or before May 15th, 2022. If your team doesn't take part to the race entry fees will be refunded at the end of the 2022 edition, within 18 months from the Mondial 2022. Any rider or team cancelling his entry will have the possibility to enter again but at the 2022 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

- 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)

Secrétariat AMPV

52 chemin des creuses – 01290 Crottet

racingmmo@aol.com

Tél. +33 03 85 23 10 07

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

Pets 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 15th, 2022, to July 31st 2022. 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 24, 2022.

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" "LJP" (20€ per event), 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 must 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 must be properly tied, well fitted and in good condition. It must be tied with a chin strap. All the helmets must 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. Cameras are strictly forbidden on the helmet.

For eyes protection, glasses, protection glasses as well as visor are authorized. Eyes protection and glasses must 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 must 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 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 block the ends of the handlebar.

- Sprocket compulsory
- Case saver for chain is compulsory
- Cross front bumper is forbidden
- Chain saver and sprocket are authorized

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.

PDV Retro Class: 2-stroke, engine capacity over 240cc

VETERAN: riders turning 37 years on January 1st, 2022

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 must 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 must 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 be required:

- entry confirmation
- license
- 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 must be cleaned before being given back.
- For foreign riders start permission issued by their federation.

After the paperworks, riders must 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 **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 must 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 must 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 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 must 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 must 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.

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 numbers of the starting grid. Places remain 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 authorized during the pre-grid. **Therefore, only one rider with a bib and the rider taking the start will be authorized in the starting area. Switch-boarders will stay behind the wall separating the track from the pits. STAND ON OR TO SIT ASTRIDE THE WALL ARE STRICTLY PROHIBITED TO (article 41)**

ARTICLE 20: START

10 minutes 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 heavy 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 is 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 2022 rules implemented by SDIS (service départemental d'incendie et de secours) to prevent any fire risks and 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 to 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 must 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 (sparkplugs, 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: 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 is 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 but won't stop. **Then access to the pits is closed and refuelling is forbidden.**

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.

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 considered will be declared winner of the "12 Heures de Pont-de-Vaux – Mondial du Quad".

In case of equal laps, overall ranking will be done the cumulative times of the three rounds. Finish will be judged in accordance with the team leading the current round.

For the 3 rounds, the last lap of any team crossing the finish line within the 10 minutes behind the leader team won't be considered.

For the 3rd round, 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 must 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 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 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, ambulance transport will be payable by the riders, "Association Motocycliste de Pont-de-Vaux" won't take in charge the fees concerning the ambulance transport 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- <http://www.bage-pontdevaux-tourisme.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:

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

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

	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 € + Penalty 3' to exclusion
3	Fraudulent use of the passes and no respect of the allocation conditions Fraudulent use of the car pass	100 € + Penalty 2' to exclusion
4	Refuelling or mechanic between each heat	Penalty 2' to exclusion
5	Driving a pit bike or any other vehicle non authorised within the circuit	Penalty 2' to exclusion
6	External assistance outside the pit (e.g.: change of glasses)	Penalty 2' to exclusion
7	No respect of the noise standards (112db at a maximum 2 meters distance).	Penalty 2' to exclusion
8	Going back to the pits with the official towing quad	Penalty 6'
9	Be more than 2 minutes behind the paperworks schedule	Penalty 2'
10	Mechanics or another team member on the start place	Penalty 2'
11	No respect of the safety rules in the pit lane/switchboarding area (welding, smokers, etc...)	Penalty 2'
11 bis	No compliance with gas rules: Stock exceeding the maximum allowed; no jerrican in the stocking area; gas stocking in cars and trailers	Penalty to exclusion
12	Engine running while refuelling	Penalty 2'
13	Excessive speed in the pits > 20km/h	Penalty 2'
14	Anticipated start	Penalty 2'
15	Passing a competitor under the yellow flag	Penalty 2'
16	Passing a competitor when there is the "Safety Car"	Penalty 2'

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 25, 26, 27 et 28 août 2022

FFM N° # IMN

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

NOMSURNNAME	
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/Postcode			
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"/> 4x4 <input type="checkbox"/> 4x2 VETERAN <input type="checkbox"/> Catégorie PDV RETRO <input type="checkbox"/> Particularité.....	Nombre de silencieux supplémentaires contrôlés maximum 3/Quantity of extra silencers checked a maximum of 3 *
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