



COMITE D'ORGANISATION
Association Motocycliste de **Pont de Vaux**
Ligue Auvergne Rhône-Alpes
Affiliées à la **FFM** et à la **FIM**

2024 Regulations



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Kenny Quad Contest 2024 Version1 Novembre 2023

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Article 1: GENERALITY AND ENTRY FEES

The Association Motocycliste de PONT DE VAUX (FFM #C3139) will organise on August 22, 23, 24 & 25, 2024 a Quad race, the PDV **Kenny Quad Contest held within the context of the 72 Hours of Pont de Vaux.**

The race will be run in 2 sessions. Teams will be made up of two riders and will ride only one quad of engine capacity at least 240cc and not exceeding 1000cc.

This race is registered on the FIM, FIM Europe calendars #IMN (to follow) and on the # FFM calendar. This race will be held according to the rules of the FFM and FIM regulations as well as the race's own regulations.

The track will be approximately 4.1 km long, the width of the track will range from 27 to 39.37 feet (8 metres to 12 metres).

This race is an invitation race.

Article 2: ENTRY FEES (including bibs)

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 the time for paperworks, the last entries received will be the first to be convened.

■ "2023 SPECIAL LAUNCH OFFER" – 475€ before December 31, 2023. (505€ payment by SWIFT)

550€ from January 1st, 2024.

IMPORTANT: 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	

Entries must be sent at: **AMPV – 52 chemin des Creuses - 01290 CROTTET- France !**

Any entry received without fees won't be considered.

In case of cancellation before August 1st, 2024, entry fees will only be refunded based on 50%. Beyond this deadline no refunding will be possible.

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

Article 2-1 ON-LINE 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: Contest and the name of the rider #1

Article 3: REGISTRATIONS

Entries are limited to 114, solo and duo. They must be sent by mail or email at the Secrétariat AMPV.

Entries will be sent before August 1st, 2024. Registrations will be closed as soon as 114 entries are reached.

They may be closed earlier, should the number of entries is reached. Entries on the waiting list will be able to participate depending on withdrawals.

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 LJA" 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>



Article 5 : SCHEDULE (see at the end of the document)

Article 6 : OFFICIALS

ORGANISATEUR TECHNIQUE	Maurice MAINGRET 252625
DIRECTEUR DE COURSE :	André LIOGIER 171369
DIRECTEURS DE COURSE ADJOINT 007077	Michel BERNARD 003604 / /Franck LEGRIS 179400/ Christophe COMAS
PRÉSIDENT DU JURY	Paul ROCHE 142107
COMMISSAIRES SPORTIFS	Michel GAMBIN 010940/ Francis SKIERSKOWSKI 022388
COMMISSAIRES DE ROUTE	Commissaires de piste, FFM, ligue Auvergne Rhône-Alpes et clubs voisins
COMMISSAIRE TECHNIQUE	Patrick THEVENARD 147505/ Christian SULPICE 022644
CHRONOMÉTRAGE	AFC Micro

Article 7: SAFETY MEASURES

Pets are strictly forbidden (dogs, even guard dogs, etc...) within the circuit, paddocks, spots for riders, mechanics, switchboarders, and media and industry representatives.
Smoking is strictly forbidden in the pits.

Article 8: FLAGS (cf. appendix 2)

Article 9: COMPETITORS

The team will be made up by 1 rider for the "Solo Class" or two riders. No change after August 1st, 2024, except in exceptional circumstances. Failure to comply with this clause would result in your exclusion.

The minimum age for riders is set at 15 years of age at the date of the event. From 15 years and up to 18 years, the cylinder capacity of the machine is limited: 550cc maximum 2 and 4-strokes.

ARTICLE 10: PITS ACCESS/MAINTENANCE OF THE PITS

The access of the paddocks is authorized and controlled from Wednesday, August 21, 2024 at 08:00.

Each team will be allocated a fixed area of 12m x 5m (60m²) and a maximum of 2 «paddock» stickers depending on the size of the vehicles for those allowed to park in the paddock. Vehicles carrying stickers must park on their site without encroaching on the traffic lane, safety lanes or other locations.

During the race, each team has a numbered slot of 2.50m x 3m in the Contest pits known as the park of refuelling to be able to perform the mechanics and refuelling. An area is also delimited in this park for switchboarding. The numbering of the refuelling pits from 1 to 110 is assigned to the AMPV and communicated to the crews at the time of the confirmation of entries.

No parking is allowed on the lane or safety lane under penalty of penalty and removal.
Unused trailers are parked on a special area defined by the organization. They remain the responsibility of the teams.

The other vehicles will be parked in the first park «P1» (maximum 2 vehicles per team with specific stickers «P1» provided at the entrance). Additional P1 vehicle stickers can be purchased at the front desk of the entrance. Anyone wishing to access the refuelling and/or switchboarding park during the race must be insured and hold at least an «assistant pilot day» license called «LJP» (20 € for the event), a sports license (NCO, etc.) or executive, etc.

We remind you that the organizing motorcyclist association does not guarantee in individual accident the non-members of the organization being in the park of refueling and/ or switchboarding.

Competitors must respect the environmental rules put in place by the organizer and provided for by the FFM regulation. A deposit of 50 € will be required for the cleaning of the location in the paddock and the stand in the supply park during administrative checks. This deposit will only be refunded at the end of the event; the refund will be made after verification of the cleanliness of the premises by a manager of the organization.



Reminder, it is strictly forbidden to smoke in the park refueling. In the paddock, barbecues, open fire cooking and soldering are prohibited.

ARTICLE 11: BADGES WRISTBANDS

Upon your arrival at the entrance, the organization gives to the designated person (see commitment form) and representing the team, all the badges or bracelets of the team, the stickers of the vehicles and the front numbered plate.

Teams must provide the list of persons present at the same time as the registration. This list is necessary for the allocation of wristbands. It consists of 1 or 2 riders, 1 mechanic, 1 switchboarder, 2 companions that is to say a total of 6 wristbands.

Children under the age of 12 must wear a companion wristband. Children under 4 years old are not allowed in the refuelling area, only in the Public Area.

Additional wristbands can be purchased at the paperworks up to a maximum of 3 per team. Wristbands and stickers are only for the team or assistance.

ARTICLE 12: PROTECTIVE EQUIPMENT AND SPORTWEARS FOR RIDERS

Article 12-1: Sportwear

During the race, the riders must wear a complete crossman or enduro suit made of resistant material that covers the chest and arms, pants and gloves made of resistant material and boots made of leather or equivalent material up to the knees. Protections that are not FFM labelled must comply with the following standards:

- Mandatory back protection Standard EN 1621-2
- Highly recommended pectoral protection Standard EN 14021 and EN 1621-3
- A full body protective armor jacket (integrated chest and back): EN 14021 or EN 1621-3 for chest and EN 1621-2 for back.

Article 12-2: Helmet

During races, riders must wear approved helmets.

The helmet must be properly fastened, snug and in good condition. It must be equipped with a chin strap attachment system.

All helmets must be marked with one of the following official international standards: FIM, Europe/ ECE 22/05, ECE 22/06, Great Britain BSA and B, USA SNELL+2010 or Japan JLS.T8133 2007. No protruding objects, light, camera, and others should be placed on the helmet. Cameras are strictly prohibited on helmets.

Helmets with an aerodynamic appendage (aileron) are prohibited, except helmets equipped with genuine approved accessory.

For eye protection, the wearing of glasses, protective glasses and visors are allowed. Eye protection and glasses must be safety, unbreakable. Helmet visors should not be an integral part of the helmet.

Helmets must be equipped with mandatory self-adhesive retro-reflective surfaces of at least 5 cm² on the rear and sides. Two retro reflective armbands, provided by the organizers, will have to be worn by the runners throughout the night round.

Article 13: MACHINE SPECS

A: Machines

Only machines corresponding to the FFM regs and to the RTS Endurance TT Quad

B: Machines specs

The front plate under the colours of the organization (28x23cm) will have to be set up. The front plate has to be fixed. The place is on the fairing and not on the front bumper. The number plate is compulsory from the start to the end of the race. Machines will have front and rear numbered plates. For a better following of the time scoring, the rear plate will have to be put up longitudinally and vertically on the top of the rear arch and not on the bumper. Made of a flexible assembly and carried out in a non rigid material, metal prohibited for safety reason in the event of fall, the plate will have to be 28 cm long x 23 cm in height, height number 140 mm minimum, black on white and readable. The numbers will be fixed on the left and right sides (with adhesive background reflectors if possible).



For the first 10 numbers, the race number will be allocated according to the place reached at the previous year final ranking, as far as possible. The organisation is the decision maker for the allocation of the numbers.

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Tanks are 22 litres at the most.

The chain transmission must be equipped with a device protecting the crown gear and the disk brake. A front and a rear bumper will be put in. The ends must be rounded off, the diameter is 15mm minimum. Overall width must not exceed 1300 mm. Nerf bars with no rough edges will be put in on each side. They will be made of webbing on the front/rear footrest (see FFM Elite and AMA regulations) fixed on the protection bars pipe 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 and back protection compulsory.

Each team will have to get a **certified extinguisher of 6 Kg**, specially designed for hydrocarbon fires. The extinguisher will be permanently on the refuelling area. The pits marshals will check them before the start. The extinguisher must be checked and marked at the technical inspections to be approved.

Onboard cameras are only for the organization.

Rear bumper: Both ends must be rounded, diameter 15 mm minimum.

Requirements for lighting: Front lamps and taillights in good working conditions are compulsory for the parade.

- Class - SOLO
- Class - DUO
- VETERAN: riders turning 37 years on January 1st, 2023
- Class – HANDISPORT
- **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
- **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 quadracer and quadzilla – VLS – EXY – STAR TRACK – proto-2-stroke that took part to the 12 Hours.

Reminder: both machine and material are under the riders' 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 14: PAPERWORKS AND TECHNICAL INSPECTIONS

All the administrative concerning teams and technical controls will be on August Thursday 24th, 2023 from 8:00 to 16:00 at the circuit.

A: PAPERWORKS

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.

Riders will be required:

- Their entry confirmation
- Their license
- Their identity cards
- A deposit of 250€ for the transponder will be required. The deposit won't be refunded in case of loss of the transponder. A deposit of 50 € is required for the cleaning of the paddocks, the jackets provided by the organization. This will be refunded at the end of the event after checking the cleanliness of paddocks and equipment lent by a manager of the organization.
- Any Foreign riders will have to show their riders licence, and their federation start permission.

Straight after paperworks, riders must show their quad at the technical inspection.

B: TECHNICAL INSPECTION

The quads must be clean and paint markings from previous races removed. The frame will be sealed and numbered. The lights, the kill-switch and the fitting of the front/rear plates will be checked at the technical controls. Front and rear lights must function simultaneously.

Quick manual refuelling system with a manual valve will be controlled.

The noise level according to the FIM and FFM standards in force limited to **109 decibels** at 2 m maximum is checked.



An extinguisher 6kg approved for hydrocarbon fire will be put at the refuelling place of the machine. Water type extinguishers are forbidden. It will be checked and marked.

Article 15: THE INTRODUCTION OF THE TEAMS IN TOWN

After the paperworks and technical controls, departures in convoys will be organized to take riders and quads for the presentation in town. After the technical inspection, the machines will be parked under the responsibility of the riders, waiting for the departure in convoy on order of the organizer, supervised by vehicles of the organization.

Any rider who goes to town by quad by road, excluding convoy, will be sanctioned by the gendarmerie and the organization. Non-street legal quads are strictly forbidden in the town of Pont-de-Vaux and on public roads.

All riders must be present on Thursday evening at the presentation. They are dressed in race gear and helmet is mandatory. They take part in the presentation of the teams to the public on the podium in reverse order of the numbers from 17:30 to 22:00. Time of presentation for the 2/3 pilots and their machine is given to them at the administrative control.

Only a single rider wearing the helmet as required by regs will be allowed to ride the quad, from the podium presentation until setting up in the main street of the town, and then during the parade of quads followed by the convoy back to the circuit. Participation in the parade after the presentation to the public and the return to the circuit must be by the convoy set up by the organization.

Article 16: BRIEFING COMPULSORY

Attendance to the Briefing is mandatory, All the riders must attend it. Attendance will be controlled (signing by the riders) The place and schedules are specified on the program. (See annex 1)

Article 17: PRACTICES

Free and timed practices are scheduled (see program annex 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.

Article 18: PREGRID

In the order of the timed practices and under the orders of a marshall, the riders leave the refuelling area and join with their machine the start grid 30 minutes before the start hour of each round. They will be placed on the epi along the wall, facing the public in the order of the numbers indicated on the starting grid.

WARNING: Access to the track will be closed 20 minutes before the start time of each round.

In this case, the late rider will stand at the exit of the refuelling area under the orders of a marshall and on the order of the latter, he will be able to take the start only after passing at the exit of the refuelling area of all the competitors who took the start of the round.

The starts are given style «LE MANS», the quads are parked on the left side of the track, engine turned off and the riders necessarily equipped with their kill-switch (connected by a cord to the rider) stay on the right side.

Kill-switch is compulsory, and the lanyard must be attached to the rider's wrist at the start. Any trick to set up the kill switch is strictly forbidden (pin, matchstick, plastic) and penalized.

No mechanical or refuelling intervention of any kind is tolerated on the starting line during this pre-grid period.

Only the rider taking the start and a rider, or an accompanying wearing race bib are allowed in the starting area. All other team members must remain behind the low pit wall, with no standing on or straddling the pit wall.

Article 19: START

By order of the race director 10' before the start time of each round, the drivers are placed along the right-side wall, a heel stuck against the wall. An official will watch if position is correct and will be able to observe and establish a finding of fact that is punishable for non-compliance with the departure procedure (penalty of 2').

The race director, positioned at the starting line, manages the start procedure.

The start is given to the tricolour flag by the race director, or a person designated under his responsibility, after passing the sign "30 seconds" then "5 seconds".



Quads that do not start will benefit from their assistance (from the rider or accompanying in authorized bib in the starting area) after the race director has given them the authorization with the green flag.

In case of heavy rain, the race director may start under the «Safety-Car» regime.

Article 20: SWITCHBOARDING

Access to the switchboarding area is restricted to those who are equipped with the pilot, switchboarder and team manager bracelets wearing the pit lane jacket.

Switchboarding is done from the pit wall. It is forbidden to go directly above the pit wall.

Article 21: RACE ON TV/RADIO

You can follow the results on the TV frequency 69 UHF/PAL, on the internet site mondialduquad.com (live) and on the radio on channel 108 FM, streaming on the Facebook page «72h de Pont-de-Vaux».

Article 22: PIT LANE

The speed limit is 20km/h at a maximum.

Stopping on the pit lane or blocking it are forbidden. It must be free for the machines.

Article 23: CHANGE OF RIDER

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

Article 24: REFUELLING

An environmental mat (FFM standard) and a bucket of 5 Liters of absorbent product, at your expense, are mandatory in the refuelling and mechanical area.

A 6 kg fire extinguisher (water extinguisher prohibited) must be permanently placed on the place of refuelling.

The gas used must be unleaded normally marketed. There should never be more than 20 Liters of fuel in stock in the refuelling area.

Refuelling must be carried out in the pits, engine turned off, without maintenance or mechanical operation, the pilot must no longer be on the machine.

Only fast refuelling is allowed (mobile manual device with built-in valve, etc.).

It must be done with a team member equipped with appropriate clothing with the fire extinguisher in hand, ready to intervene, next to the refueller. The refueller must have an outfit in cotton sleeves and long legs, helmet with visor, glasses, and gloves (combination type Nomex recommended).

Any «derrick» type installation (scaffolding with fuel reserve) is prohibited as well as filling with jerry can or can and funnel.

All parts, except the frame, can be changed.

Mechanical interventions other than refuelling must be made in the stand and outside the refuelling area. Welding is prohibited in the pits.

Article 25: DURING THE RACE

The pilot and his quad with the transponder form an inseparable whole. Any change of machine is prohibited.

Radio connection to the paddocks is prohibited.

Machines may be controlled by the marshals at any time to ensure that no marked machine or part has been changed.

A machine controlled too noisy must comply with the regs. It will be allowed to race the next round only if the marshal note the compliance. Any change of silencer must be carried out with a silencer that has been checked and pointed during the technical inspection. Kill-switch is compulsory and must be connected to the pilot during the time that he is on his machine.

Riders, without their bib or in case the bib is detached or that the name or logo of the official sponsors is masked, must stop immediately at their stand to remedy. The pilots are protected by their outfit, the sleeves must cover all the arms.

At the end of the race, the marshals will check that no irregularity has been committed.

Article 26: TECHNICAL AID OUT OF THE PITS

Any rider being brought to a standstill (eg: stalled engine) must 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 (Art. 37). Towing with any other quad or vehicle is strictly forbidden.

Article 27: NEUTRALIZATION OF THE RACE, 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.

Article 28: FINISH

The arrival is judged according to the team leading the current round.

For both rounds, the arrivals are in front of the timing post, the checkered flag is waved at the timing chicane.

After lowering the chequered flag, all riders will slow down and remain in their respective positions. Overtaking is prohibited. The riders will follow the race direction' car through the track to the racer park. Another vehicle will close the track behind the last competitor in the race.

Article 29: RANKING

The Scratch combining the results of both sessions will be given at the end of the third session. The team with the greatest number of laps is declared winner of PDV Kenny Quad Contest.

In case of equal laps, the ranking will be made at the cumulated time of both sessions. The arrival is according to the team leading the current session.

For the first two sessions, for all the teams crossing the finish line 10 minutes after the leader team the last lap won't be considered.

For the third session, any quad having crossed the finish line within 10 minutes after the chequered flag will be ranked.

Article 30: COMPLAINTS

Complaints will be accepted in conformity with Article 510 and following of the "Code Sportif". Complaints concerning the ranking will only be accepted within 30 minutes after the results of each heat being stuck up. To be taken in consideration, 75 € must accompany each complaint. The complaint will be given to the race director. This amount is refundable if the complaint is justified. The complaint will be given to the race director.

Article 31: 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 action likely to endanger the life of others or safety will be punished. The same applies to any insult or aggressive gesture towards the organization, a commissioner, another pilot, a member of its team or another team.

The penalties taken by the jury in accordance with the sports code may be a warning, a reprimand, a time penalty, a fine that may not exceed 450 €, a downgrading, the exclusion of the event, referral to the disciplinary body.

Refer to the list of penalties.

The team forms is a whole. In the event of non-compliance with the rules involving one or more team members of behaviour or conduct prejudicial to the smooth running of the event, the entire team will be considered responsible and may be excluded from the competition with immediate effect. Pilots are responsible for the behaviour of all members of their team.



Article 32: ADVERTISING

As a reminder, in accordance with Law 91-32, any advertising in favour of a tobacco or alcohol brand is prohibited within the circuit.

- 1) Any advertising or promotional action in the organization's complex or around the circuit (pits, parks, track, village, etc.) must be subject of a prior agreement with the public service of the Mondial du Quad. Any advertising or promotional displays in and on the pits are strictly prohibited, unless expressly agreed by the organiser.
- 2) The spots reserved for riders, assistance and firms are made available to enable them to take part in the test under as satisfactory technical conditions as possible. These spots cannot therefore be used for advertising, commercial or public relations purposes, without the prior agreement of the organizer.
- 3) Any aerial advertising, advertising, promotional or public relations action in the airspace occurring above the circuit and the surrounding villages, are strictly prohibited unless the Mondial du Quad advertising department manager and other competent administrative authorities agree in advance.
- 4) The official race bibs must be worn and visible throughout the event including the official ceremonies (podium, finish press conference etc. The race bib is included in the entry fees and will be kept by the drivers at the end of the race.

Nevertheless, for their promotion and press kit, the riders can make flocked their own jersey with the items of the official bib, in compliance with the specifications provided by the organization (positioning, colour and dimension). However, the rider will have to wear the bib throughout the practices and races.

Article 33: INSURANCE POLICY

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 72 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 34: ENFORCEMENT OF THE REGS – GOOD BEHAVIOUR CHARTER

Any breach of these rules may result in a penalty.

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 commit themselves to respect all the decisions taken by the race direction and recognize the FFM sports code as the only one sports jurisdiction.

Article 35: 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 36: AWARD

1 st	400 € en bons d'achat Kenny + coupe	
2 nd	300 € en bons d'achat Kenny + coupe	
3 rd	200 € en bons d'achat Kenny + coupe	
Podium Classe SOLO		coupe
Podium Classe DUO		coupe
Podium Classe Cross country 4x2		coupe
Podium Classe Cross country 4x4		coupe
Podium Classe PDVRETRO		coupe
Podium Classe HANDISPORT		coupe
Podium Classe VETERAN		coupe
1^{er} équipage Aindinois Solo ou Duo		coupe
1^{er} équipage Féminin		coupe
1^{er} équipage Féminin Crosscountry		coupe
Podium Young under 16 years old (both Riders under 16 years old)		coupe

TROPHEES RENE GERET/YVES CROUZET:

They were the voices of the Mondial. René Geret would have loved to have "an elder" in the spotlight. Also, the René Geret Trophy will reward the top ranked Kenny Quad Contest drivers born before January 1, 1970.

Yves Crouzet would have loved to see "the youngest" honoured. The Yves Crouzet Trophy will also reward the youngest rider in the Kenny Quad Contest

Article 37: LIST OF PENALTIES

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

The jury might decide to worsen these penalties (serious offence, second offence...)

	TYPE OF INFRINGEMENT	STOP & GO
1	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 (109db 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'
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'
17	Cutting the track	6' to exclusion
18	Drive in opposite direction on the track or in the pits	6' to exclusion

Annexe 1: Schedule (Subject to changes)

intervalle	durée		Début	Fin	
	00:30	VENDREDI 23	08:00	08:30	Accueil commissaires
	00:30		08:30	09:00	Briefing commissaires
	00:15		08:30	08:45	Briefing Kids
	00:45		08:45	09:30	Briefing Mondial + Contest
	00:20		09:30	09:50	Essais Kids Quad (Chrono 9h30/9h50)
00:25	00:45		10:15	11:00	Essai Contest (Chrono 10h30/11h00)
00:15	01:30		11:15	12:45	Essais Mondial (Chrono 11h45/12h45)
	01:20		12:45	14:05	REPAS
00:15	00:10		14:20	14:30	Prégrille Kids Quad
	00:20		14:30	14:50	1ère manche Kids Quad
00:10	00:30		15:00	15:30	Prégrille Contest
	03:00		15:30	18:30	1ère manche Contest
00:20	00:10		18:50	19:00	Prégrille Kids Quad
	00:20		19:00	19:20	2ème manche Kids Quad
	01:40		19:20	21:00	APERÔ ET REPAS
	00:15	SAMEDI 24	08:00	08:15	Briefing commissaires
00:15	00:30		08:30	09:00	Pré-grille Mondial
	03:30		09:00	12:30	1ère manche Mondial
	01:10		12:30	13:40	REPAS
00:10	00:10		13:50	14:00	Prégrille Kids Quad
	00:20		14:00	14:20	3ème manche Kids Quad
00:10	00:30		14:30	15:00	Prégrille Contest
	01:00		15:00	16:00	2ème manche Contest
	02:00		14:00	16:00	AINduro "La Spéciale"
00:30	00:30		16:30	17:00	Prégrille AINduro
	01:00		17:00	18:00	1ère manche AINduro
	01:20		18:00	19:20	REPAS
00:10	01:15	18:45	20:00	Pré-grille Mondial Présentation des nations	
	04:00	20:00	00:00	2ème manche Mondial	
	00:15	DIMANCHE 25	07:30	07:45	Briefing commissaires
00:15	00:30		08:00	08:30	Prégrille AINduro
	02:30		08:30	11:00	2ème manche AINduro
	01:20		11:00	12:20	REPAS
00:10	00:30		12:30	13:00	Pré-grille Mondial
	04:30		13:00	17:30	3ème manche Mondial
		18:15		Remise des Prix AINduro/Mondial	

19h30/20h30 Visite stands Mondial

08h/11h Contrôle adm/tech AINduro
11h/11h30 Briefing AINduro

17h10/17h50 Remise Prix Kids/Contest

18h45/18h55 Ouverture parc fermé
18h55/19h15 Mise en place quads
19h15/19h45 Présentation des Nations avec les pilotes
19h45/20h Procédure de départ

Annexe 2 : Flags

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.
Black flag	Immediate stop, return to the pits





FICHE D'INSCRIPTION / ENTRY FORM
 PDV KENNY QUAD CONTEST
 22, 23, 24 et 25 août 2024
 FFM N° / # IMN

N° de
course

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

QUAD

Marque/Trademark.....Modèle/Model.....CCT/Stroke.....
 Particularité.....

Classe Solo Classe DUO Classe Cross Country 4x4 Classe Cross Country 4x2
 Classe PDVRETRO Classe HANDISPORT 100% féminine VETERAN

Les concurrents déclarent avoir pris connaissance de l'épreuve et en acceptent toutes les conditions. Ils certifient être en possession de leur permis de conduire au jour de l'épreuve et que les renseignements portés sur le bulletin d'engagement sont exacts.

Ci-joint la somme de

Offre Spéciale lancement 475€ TTC (quatre cent quinze euros) avant le 31/12/2023

550 € (cinq cent cinquante euros) à partir du 1^{er} janvier 2024

Chèque encaissable immédiatement, ou paiement par carte bancaire sur <https://www.apayer.fr/AMPV>

N'oubliez pas dans REFERENCE de préciser la **catégorie**-Contest 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.

	Pilotes français	Foreign riders	
Offre Spéciale Lancement	475€ <input type="checkbox"/>	CB 475€ <input type="checkbox"/>	Swift 505€ <input type="checkbox"/>
PAIEMENT à partir du 1 ^{er} janvier 2024 / FROM January 1st, 2024	550€ <input type="checkbox"/>	550€ <input type="checkbox"/>	580€ <input type="checkbox"/>
Visa administratif	Visa technique		

DATE : __/__/20...

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

