



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

MONDIAL DU QUAD

12 HEURES 2024

REGULATIONS



Secrétariat AMPV
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ENGAGEMENT Novembre 2023

Mondial du Quad regulations 2024 version 1+ FORMULAIRE

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ARTICLE 1: GENERAL INFORMATIONS

The Association Motocycliste de PONT-DE-VAUX (Club FFM N°C3139) will be organizing within the context of the 72 Hours of Pont de Vaux on **August 22, 23, 24 & 25 2024**.

Mondial du Quad – 12 Heures de Pont de Vaux

The race consists in 3 sessions. Teams will be made up of two or three riders with one quad only (from 240cc to 1,000cc). The international race is registered on the FIM # **IMN** (to follow) and **FFM** (to follow) calendars.

The race is set up in compliance with these regulations, the national FFM rules and the Sport code of the FIM.

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

Entries will be limited to 117.

“The Mondial du Quad 12 Heures de Pont de Vaux” is an invitation race.

ARTICLE 2: ENTRY FEES (bibs included)

NOTE: The first entries received will be the last to pass the paperworks and technical check. Indeed, time for paperworks will be established according to the date of receipt of your entry, the last entries received will be the first to be convened.

Entry fees are as follows:

2024 SPECIAL LAUNCH OFFER: 1,100€ before December 31st, 2023

1,250 € TTC (One thousand two hundred and fifty euros) until March 1st, 2024

1,450 € TTC (One thousand four hundred and fifty euros) from March 2nd, 2024

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. For bank transfers **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 a single 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, 2024, entry fees will only be refunded based on 50%. Beyond this deadline no refunding will be possible.

A copy of the bank transfer order must be sent to AMPV to guarantee your registration. 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

Any entry received without fees won't be considered.

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

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: REGISTRATION

The number of teams is limited to **117**. Entries will be sent back by post or email by August 1st, 2024. Entries will be closed as soon as 117 entries are reached, according to the date of receipt of the entry. If the number of entries is reached before the closing date, the entry list will be closed and a waiting list will be set up. Teams on the waiting list will be able to race depending on withdrawals.



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WARNING: In case the limit of the number of entries is not reached, booking an extra pit will be open to the teams under conditions that they make the request when registering. The entry fees and a cheque of 360 € payable to the A.M.P.V., cashable on the day of the start of the event will be sent at the same time. Extra pit will be allocated by the organizer according to the order of receipt of entries.

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, a medical certificate less than 1 year will be required). 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	Michel BERNARD 003604 /Michel GAMBIN 010940
PRÉSIDENT DU JURY	Daniel HOUYEZ 058887
COMMISSAIRES SPORTIFS	Paul ROCHE 142107 / Gérard BESSON 003824
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 watch dogs, etc...) within the circuit, paddocks, spots for riders, mechanics, switchboarders and press industry representatives.

Smoking is strictly prohibited within the paddocks. Areas are specifically designated on the strip of lane behind the South side of the lane.

ARTICLE 8: FLAGS (cf. annex #2)

ARTICLE 9: RIDERS

Teams are made up of 2 or 3 riders. Any change after August 1st won't be accepted.
The minimum age for riders is 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

Pits will be allocated from May 15th, 2024, to July 31st, 2024.

Access to the pits will be controlled from Wednesday 21st, 2024 from 8.00am.

Each team will be allocated a fixed area 4m wide x 18m long (72 m2) between the pit lane and the lane and a maximum of 2 paddock badges for the vehicles authorised to stay 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 lane, and other areas.

No parking is allowed on the traffic lane (also fire safety lane and two-way emergency), under sanction and removal.



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Unused trailers are parked on a special slot defined by the organization. They remain the responsibility of the teams. No quad other than that approved at the technical controls can park in the pits.

The other vehicles of the team are parked in the first park «P1» (maximum 2 vehicles per team with specific stickers «P1» upon your arrival). Additional P1 vehicle stickers can be purchased at the entrance of the paddocks.

Multi-storey 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 facilities 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: Please note that the AMPV 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 set up by the organisers and provided for by FFM regs.

The pit should be clean. A 50 € deposit will be required to make sure that the pit will be cleaned before leaving. This deposit will be refunded at the end of the event.

Reminder: smoking, barbecue, open fire cooking mode, and welding are strictly forbidden in the paddocks.

ARTICLE 11: BADGES/WRISTBANDS

Upon your arrival, at the entrance of the paddocks: the person designated as responsible of the team (see entry form) will collect the whole wristbands, stickers for car and front number plate.

Teams will provide 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 must wear a companion wristband. 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.

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: MACHINES SPECS

The front number plate supplied by the organization (28x23cm) will have to be set up.



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The front plate must be fixed on the front fairing and not on the front bumper. The number plate is mandatory throughout the race.

Rear plate made of a flexible assembly and carried out in a non-rigid material; metal prohibited for safety reason. It should be positioned as the model below with black numbers on a white background and readable for better tracking of the score. These are affixed on the left and right sides to be visible on each side (provide a white reflectorized adhesive background).



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 transmission provided by a chain is equipped with a shoe or casing (mandatory presence) at its bottom protecting the crown and the disc. A bumper or rear bumper is installed. In the case of a bumper, both tips are rounded, tube diameter 15 mm minimum. The overall width of the quad must not exceed 1300 mm.

Nerves-bars without protruding round section are provided on each side of the quad. They have straps attached to the front and rear of the footrest (see FFM Elite and AMA regulations) on the nerve bar tubing to prevent the pilot's foot from accidentally touching the ground.

The handlebars must be equipped with padded protection on the crossbar. Those without crossbars must be equipped with padded protection located in the middle of the handlebar, covering the handlebar flanges widely. The exposed ends of the handlebars are clogged with solid material or covered with rubber.

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

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.

VETERAN: riders turning 37 years on January 1st, 2024

PDV Retro Class: 2-stroke, engine capacity over 240cc – **Vehicles authorized to take part:** quads HONDA TRX 250 à 500 cc – Yamaha Banshee 350cc et plus – Kawasaki Tecate 4 – EML – RST – Suzuki LT 250/500 cc quad racer et quadzilla – VLS – EXY – STAR TRACK – proto 2 tps that took part to the 12 Heures.

Reminder: both machine and equipment are under the riders' responsibility throughout the event. So, they must watch them. Under no circumstances they could put forward the civil responsibility of the promoters in the event of theft or damages.

ARTICLE 14: PAPERWORKS AND TECHNICAL INSPECTIONS

All the administrative concerning teams and technical controls will be held on August Thursday 22, 2024 from 8:00 to 19:00.

Article 14-1: PAPERWORKS

The riders must be present at the paperwork at the indicated time on the confirmation. Exceeding the time by more than 2 minutes will be penalized.

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.



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- For foreign riders start permission issued by their federation.

Riders must go to the technical control straight after paperworks.

Article 14-2 TECHNICAL INSPECTION

The machines are clean, the paint marks affixed in the previous proofs removed.

The correct operation of the front and rear lights simultaneously, the kill-switch and the installation of the front/rear plates are checked.

The frame of the machine is leaded and numbered.

The presentation of the manual fast filling system with valve is controlled.

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

3 additional exhaust silencers maximum can be checked and pointed.

The 6 kg extinguisher of an approved model for hydrocarbon fires must be presented and will be marked.

ARTICLE 15: NIGHT SESSION

On the order of the race director and throughout the night session, the front and rear lights of the machines must be lit and the riders must equip themselves with their retro-reflective armbands.

The taillight must be red, not flashing and be perfectly visible (LED type recommended).

ARTICLE 16: 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 17: BRIEFING

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 18: CLEARANCE TO CIRCULATE

During the race, apart from the quads taking part to the race, only the following persons will be allowed to:

Article 18-1 IN THE PADDOCKS

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

Article 18-2 IN THE PITS

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

No vehicle. On foot 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 19: PRACTICES



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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).

ARTICLE 20: PRE-GRID

According to the results of the time practices and under the orders of a marshall, from the pits with their quads, the riders join the starting grid 30 minutes before the start time of the first round. They will be placed in epi along the low wall, facing the public in the order of the numbers indicated on the starting grid.

For rounds 2 and 3, they come out one by one of the impound area and will set up in epi as for the first round, the position is the same for the 3 rounds.

WARNING: Access to the track will be closed 20 minutes before the start time of the first round or as soon as the park closed for rounds 2 and 3. In this case, the quad will leave the pits after the start and under the orders of a marshall.

The departures are given style «LE MANS», the machines are placed on the right side of the runway stopped engine and the pilots necessarily equipped with their circuit breaker (connected by a cord to the pilot) put on the left 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 21: START

10 minutes before the start riders will position themselves along the left pit wall; One heel 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 22: 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 pitwall. It is forbidden to go directly above the pitwall. The wind blades or flames are moved if necessary.

ARTICLE 23: 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 72 Heures de Pont de Vaux.

ARTICLE 24: PIT LANE

Speed is limited to a maximum of 20km/h over the entire length of the pitlane. 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 25: PILOT CHANGE

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



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ARTICLE 26: 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.

A fire 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 26-1: Fuel Storage

New 2022 rules implemented by SDIS (service départemental d'incendie et de secours) to prevent any fire risks and to comply with Vigipirate.

There should never be more than 20 liters of fuel in stock in the stand (at the edge of the pit lane), without considering the filling of the quick filling can and the full tank at the start.

For filling the derrick, electric pumps are strictly prohibited, only hand pumps are allowed.

The remaining fuel required for the duration of the event, approximately 100 litres, must be stored at the rear of the stand, at the edge of the safety lane, on a site of 1mx1m marked by the organization.

Storage in metal jerry cans (prohibited drums) must be covered with a fire blanket fixed to the ground.

Each crew is responsible for securing its fuel stock and each jerry can must indelibly carry the crew's race number.

No jerry can should be stored in the vehicles or trailers of crew members and their companions. In case of non-compliance with this point of regulation which constitutes a serious fault with respect to the safety of the event, the crew is exposed to penalties namely: penalty up to the exclusion in case of recurrence.

As a reminder, it is strictly forbidden to smoke in the stands.

ARTICLE 27: 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 sportswear protects the rider. Sleeves cover completely the arms.

At the end of the race marshalls will check to prevent from any irregularity.

ARTICLE 28: HELP OUTSIDE 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,



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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 require the race direction to get a tow for his quad. The closest track marshal 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.

ARTICLE 29: NEUTRALISATION 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. Each lap made during the "Safety car" intervention counts for a lap.

ARTICLE 30: IMPOUND AREA

Immediately after the end of each of the first 2 rounds, the quads are placed in a impound area. Only the rider with bib has access to the impound area. No mechanical intervention or refueling is tolerated on the machines between the arrival of the round and the departure of the next.

On the order of the race director for rounds 2 and 3, the impound area opens at the time mentioned on the program (see schedule Appendix 1). The riders taking the next round, equipped with their bib, come to get their quad to put them on the starting grid. They come out one by one of the impound area and will set up in epi as for the first round, the position is the same for the 3 rounds.

WARNING: The impound area is closed 10 minutes after its opening. As soon as the closed park, access to the track is prohibited; the late driver takes his quad out of the closed park and parks it at the entrance of the pit lane, immobilized by a commissioner and on the order of the latter, He will be able to take the start only after passing the time line of all the competitors who took the start of the round.

Machines that are stopped in the pits, for mechanical or other reasons, at the time of lowering of the checkered flag on the 1st, and whose repair is in progress, are assigned a marshal to bring their machine and all the parts that compose it, immediately at the impound area. Ongoing operations are stopped, including on-site repairs. The marshal accompanies one of the drivers with his quad to the impound area. The quad left the impound area at the time of the grid and parked at the entrance of the pit lane, immobilized by a marshal. At the start signal of the round, the team can reach their stand. If a pilot was injured during the last lap and was unable to return his machine to the impound area, one of the other two pilots could go and pick it up, accompanied by a marshal to place it in a closed park.

The impound area is watched by security guards during neutralization hours. It is strictly forbidden for anyone to enter except pilots and only at the time of arrivals and departures under penalty of sanctions.

ARTICLE 31: FINISH – END OF THE RACE

The finish is judged on the team leading the current round.

For the 3 rounds, the arrivals are facing the timing post, the checkered flag is waved at the timing chicane. After lowering the chequered flag, all riders slow down but do not stop. As soon as the flag is lowered, access to the stands is closed and refreshments are prohibited.

For the first 2 rounds, the drivers stay in their respective position and follow the vehicle race direction through the track (3/4 lap) to the closed park.

For the 3rd round, the riders stay in their respective position and follow the race direction vehicle through the track (3/4 lap) to the grouping area in front of the podium. Any stop in the pit straight is prohibited.



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ARTICLE 32: RANKING

The overall ranking is established at the end of the race. The overall ranking at the end of the last heat will combine the total number of laps performed during each round.

The team who will have completed the greatest number of laps, all rounds considered will be declared winner of the "Mondial du Quad -12 Heures". In case of equal laps, overall ranking will be done the cumulative times of the four 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. Only the quads crossing the finish line within 10 minutes after the checkered flag being lowered will be ranked.

ARTICLE 33: COMPLAINTS

Complaints will be accepted in conformity with article 510 and following of the "Code Sportif". They will be given to the race director. All the complaints concerning the ranking will only be accepted during the race and within 30 minutes after the results of each heat being posted. 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 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 marshall, 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/ reprimand/ time penalty/ 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 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

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.



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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 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 37: ENFORCEMENT OF THE REGS

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 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>



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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: PRIZES

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 Caleb Moore Trophy will reward the youngest driver (on the arrival date of the race on Sunday, August 25, 2024) who will finish the 12 hours; besides a trophy he will also receive a nice endowment: a KENNY outfit (Jersey, pants and gloves). Value €500 (this lot cannot be exchanged or modified and cannot in any case be the subject of a financial consideration). Participation in the trophy is automatic.



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PENALTIES

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

	TYPE OF INFRINGEMENT	STOP & GO
1	Kill switch not connected at the start or in bad working order or any trick to help	3 laps to Exclusion
2	Any aggressive behaviour, gesture, or insult toward the organization, a race officer, by rider or a member of his team	100 € + 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'
11 bis	No compliance with gas rules: Stock exceeding the maximum allowed; no jerrican in the storage area; gas storage 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'
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 (sous réserve de changement)

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

Annex 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
Checkered flag:	End of the race or practice session.
Black flag	Immediate stop, return to the pits



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FICHE D'INSCRIPTION / ENTRY FORM

12 Heures de Pont de Vaux - Mondial du Quad
Août/August 22, 23, 24 et 25 août 2024

FFM N° # IMN

N° de Course/Race n°

N° de Stand souhaité/
Pits N°

TOUS LES COURRIERS SERONT ADRESSES AU TEAM MANAGER / MAILED 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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TEAM :

Sponsors.....

Les sponsors cités sont mis dans la liste des engagés publiée dans le programme officiel, date de clôture **30/05/2024**/Sponsors are published on the entry list inserted in the program, closing date **30/05/2024**

Nom de la personne habilitée à récupérer les badges à l'arrivée/ Name of the person who will collect the badges upon arrival
.....

IMPORTANT POUR LA SELECTION DES TEAMS : Toute feuille d'engagement incomplète ne sera pas prise en compte prioritairement. IMPORTANT FOR BEING SELECTED: Entry forms which are not fully filled won't have priority.

Les emplacements des stands seront attribués à partir du 15 mai jusqu'au 31 juillet dernier délai. The pits will be allocated from May 15th to July 31st, 2024 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 2024 : 1100 € TTC (mille cent euros) avant le 31/12/2023

Ci-joint la somme de 1250 € / 1450 € 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** 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.

"2024 LAUNCHING SPECIAL OFFER" before December 31, 2023: 1100 € .

Payment by CB: Please find enclosed the amount of 1250 € / 1450 € for the entry fees (Please mark the corresponding amount) on <https://www.apayer.fr/AMPV> In REFERENCE specify the category 12h and the name of driver n° 1
Or Payment by SWIFT: 1280 € / 1480 € 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	
"OFFRE DE LANCEMENT 2024 avant le 31/12/2023 LAUNCHING SPECIAL OFFER" before 31/12/2023	1100 € <input type="checkbox"/>	1130€ <input type="checkbox"/>	1100 € <input type="checkbox"/>
si dossier SOLDE entre le 31/12/2023 et le 01/03/2024 if paid between 31/12/2023 and 01/03/2024	1250 € <input type="checkbox"/>	1280€ <input type="checkbox"/>	1250 € <input type="checkbox"/>
si dossier SOLDE à partir du 02/03/2024 if paid from 02/03/2024	1450 € <input type="checkbox"/>	1480€ <input type="checkbox"/>	1450 € <input type="checkbox"/>
Visa administratif	Visa technique		

Mode de paiement
Chèque Virement
CB
n° de chèque.....
Date.....
Banque.....
Titulaire.....



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