



LES 10 HEURES DE GONCOURT 2018

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The French regulation is the only regulation validated by the FFM.

SPECIFIC REGULATIONS

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Article 1 GENERAL

The Motorcycling Association Chaumont Enduro 52 registered under number C2258 and the association Goncourt quad nature organize the 5th edition on June 9th and 10th, 2018, of a sporting event of ENDURANCE OF QUAD ALL TERRAIN, in 2 rounds. This race is called "the 10 hours of Goncourt".

It is run by teams of 2 or 3 drivers with one, two or three machines with a minimum displacement of 240 cm³ and max 1000 cm³.

The event is entered on the F.F.M. calendar, in the National category under number 462.

This event is defined by these Supplementary Regulations, the FFM All Terrain Technical Rules and the FFM Sporting Code.

The Saturday circuit has a length of about 7 kilometers.

The Sunday circuit is about 8 kilometers long. The width of the track is 5 to 8 meters.

The maximum number of crews is limited to 60.

Article 2 COMMITMENT RIGHTS

Entry fees are fixed at 250 € (two hundred and fifty euros) per crew.

Payment will be made by bank transfer.

Only one regulation is accepted by registration for reasons of internal management.

Any commitment not accompanied by the regulation is not taken into account.

Article 3 REGISTRATION

Registrations are closed as soon as the limit of 60 registered is reached, according to the order of reception of the mail.

If the limit of 60 registered is not reached: closing of entries on May 31, 2018

2 categories to register:

- "Trophy" open to crews of 2 drivers with 1 or 2 quads.

- "3 pilots" open to the crews of 3 pilots with 1, 2 or 3 quads.

Upon registration, the crew will be able to select one of the following additional categories: "Women's Day, Junior, Veteran, Quad Bike or Foreign", if all crew drivers are in the category.

The category, if validated, will be notified on the confirmation of commitment. The crew will have a period of 8 days from the date of sending the confirmation, to have the category changed. After this period no modification will be admissible.

Article 4 LICENSES

Only drivers who hold the valid F.F.M license and the "1 event" licenses are admitted. For the "1 event" license you must be in possession of the motorcycle or car license, or CASM + a medical certificate of less than 3 months.

The licenses "1 test" are to be made on the site FFM <http://licencesunemanifestation.ffmoto.net>

The minimum age of drivers is set at 15 years of age at the date of the event. From 15 years old up to 18 years old, the cubic capacity of the machine is limited: 550cc maximum 2t and 4t.

Article 5 PROGRAM

Stand installation Friday, June 8 from 2 pm and Saturday from 9 am

Administrative control Saturday 9 June from 15h00 to 18h00

Technical checks Saturday, June 9 from 15:30 to 18:30

Reconnaissance Tour Saturday, June 9 from 18h00 to 19h30

1st round Saturday 9th June, pre-race at 19:45, departure at 8:00 pm, midnight arrival.

Recognition Tour Sunday June 10 from 9:00 to 10:15

2nd round Sunday 10 June, pre-race 10.15, departure 10.30, arrival 16.30.

Awards ceremony Sunday, June 10 at 17:00.

Article 6 FRAMING THE EVENT

Race Director: Mr Pirolley Pascal (078682)

President of the jury: Mr Hainzelin Henri (128690)

Member of the jury: Mr Ravel Didier (118723)

Member of the jury: Mr Ferrand Jean-Georges (282496)

Technical Commissioner: Mr Ferrand Jean Sébastien (049206)

Track Commissioner: Mr Labetowietz François (176207)

Article 7 TECHNICAL ORGANIZER

Mr. Caboche Philippe is responsible for ensuring that the prescribed technical and safety rules are respected.

Article 8 FLAGS

Agitated national flag Signal of the start of a race.

Black and white checkered checkered flag End of race or tries.

Red flag waved Signal of interruption of a race or a test session.

Yellow flag motionless Danger, slow down and defense to overtake.

Agitated yellow flag Serious danger, slow down and be ready to stop, defense to overtake. The yellow flag waved is used when the accident has just occurred and if it has a certain character of gravity or significant size of the track.

Fixed black flag Accompanied by the STOP sign with the number of the competitor, stop signal.

Article 9 PADDOCK ACCESS, HOLDING STANDS

The crews will communicate via the form, the number of people present for the assignment of the crew bracelets.

Upon your arrival, at the administrative control, the organization hands over all of the team's wristbands and a sticker to be stuck on the crew's vehicle that will be parked in the paddock.

No quads other than those admitted to the technical controls can park in the paddock.

Each crew has a fixed surface of 3m x 5m for the stand and on the other side must the central traffic lane, a surface of 3m x 6m for the vehicle carrying the sticker. Vehicles bearing the sticker may be parked on the site without encroaching on the taxiway, safety lanes or other locations.

Paneling facilities must not exceed either on the track or in the pit lane.

Anyone wishing to access the refreshment and / or paneling booth during the race must be insured. To do this, it must hold at least a license "pilot assistant" called "LAP" (35 € per year), a sports license (NCB, NCA, etc.) or leader, etc.

We remind you that the organizing motorcycle club does not guarantee in individual accident the non-members of the organization located in the refueling and / or paneling park.

Bracelets: 2 or 3 drivers, 2 or 3 mechanics, 1 panelist, 4 or 6 companions. Child - 12 years old bracelet required.

Children under the age of 4 are not allowed in the paddock. Additional wristbands can be requested at the paddock entrance checkpoint up to a maximum of 3 per crew.

The bracelets are reserved for assistance only. In case of fraud, a penalty will be charged to the crew.

The other vehicles of the team are parked in the park runner, maximum 2 per crew.

Competitors must respect the environmental rules put in place by the organizer and provided for by the FFM regulation.

The stand must be kept and made clean.

Mandatory environmental carpet in the refueling and mechanical area

between 2 rounds, from 1:00 to 7:30, the paddock will be closed and monitored. The quads and the equipment will have to stay in the pits.

Article 10 PILOT EQUIPMENT, MACHINE SPECIFICATIONS PARTICIPANT PROTECTION EQUIPMENT AND CLOTHING

a) Clothing:

During the activities, pilots must wear heavy-duty crossman or endurist clothing that covers the torso and arms, resistant pants and gloves, and boots made of leather or equivalent material up to the knee. .

Back and chest protection: CE standard and FFM label mandatory. For protections not benefiting from the FFM label: - Chest: EN 14021 is strongly recommended; - Dorsal: The standard EN 1621-1 or 1621-2 is obligatory;

- Integral vest (integrated pectoral and dorsal): EN 1621-1 or 1621-2 is mandatory and EN 14021 is strongly recommended.

b) Equipment:

It is mandatory during activities that pilots wear a hard hat.

The helmet must be properly attached, snug and in good condition. It must have a chin strap fastening system.

All helmets must be marked with one of the following official international standard homologation marks: FIM, Europe / ECE 22/05, Great Britain BSA and B, USA SNELL + 2005 or Japan JIS.T. It is mandatory to use a helmet dating back less than 5 years. No projecting object, light, camera and others, should be placed on the helmet.

Helmets with an aerodynamic appendix (aileron) are prohibited, except those that are approved with this accessory.

For the protection of the eyes, the wearing of glasses, goggles as well as the visors is allowed. The protections of the eyes and glasses must be in security matter, unbreakable. Helmet visors must not be part of the helmet. Protections causing vision problems (scratched lenses, etc.) should not be used.

MACHINE SPECIFICATIONS

The numbered AV plate (size 28x23 cm) must be put in place.

This is mandatory from the beginning to the end of the event.

The machines must carry two numbered plates, one at the front and one at the back. The rear plate for better tracking must be installed perpendicularly and vertically exclusively on the underside of the rear roll bar. A flexible mounting and made of a non-rigid material, metal prohibited for security reasons, the plate should measure 28 cm long by 23 cm high, height number 140 mm minimum black on a white background and readable.

Fuel tanks have a maximum capacity of 22 liters.

The transmission provided by a chain is equipped with a shoe or housing at its lower part protecting the crown and the disc. A bumper or bumper AR is put in place. In the case of a bumper, the two ends are rounded, tube diameter 15 mm minimum. The overall width must not exceed 1300 mm.

Nerve bars with no protruding part of round section are provided on each side of the quad. They will have straps attached to the front and back of the footrest (see FFM regulation) on the nerve-bar tubing and intended to prevent the pilot's foot from accidentally touching the ground.

The handlebars must be equipped with a padded protection on the crossbar. Those without crossbar must be equipped with a padded protection located in the middle of the handlebars, covering largely the flanges of the handlebars.

The exposed ends of the handlebars are clogged with solid material, or covered with rubber.

- Box exit segment mandatory.
- Chain protection segment mandatory.
- Front bumper type Maltese cross prohibited. No salient parts are accepted.
- Original chain and disc protection allowed and back protections required.

Part of the race taking place at night, each machine is equipped with an AV headlight and a non-flashing taillight uniting with the quad in working order. The color of this AR light is necessarily red and visible at a safe distance, no derogation can be allowed on this subject.

A 6 kg fire extinguisher must be permanently placed in the refueling area. Water extinguishers prohibited

Competitors are reminded that their machines and equipment are under their full responsibility throughout the event.

They must in particular ensure the constant surveillance and can not in any case invoke the civil liability of the organizing club in case of theft or damage.

Article 11 ADMINISTRATIVE AND TECHNICAL CONTROL

The administrative and technical controls of the crews take place on the circuit, Saturday, June 9 from 15:00 to 18:00.

ADMINISTRATIVE CONTROL

Pilots will come with:

- Their confirmation of commitment
- Their license
- Their CASM or Driver's License
- Their identity document
- A deposit of 50 € in exchange for the delivery of bib and transponder for electronic timing.

The deposit is not returned in case of loss of the transponder or bib cut, or dirty.

After the administrative reception, the pilots must present themselves to the technical control.

TECHNICAL CONTROL

The machines are clean.

Proper operation of the front and rear lights simultaneously, the circuit breaker and the front / rear plates are checked.

The sound level according to the current FIM and FFM standards, limited to 112 decibels at 2 m max is checked.

Article 12 NIGHT DEMONSTRATION

As soon as the race director has given the order and for the duration of the night test, the front and rear lights of the machines must be switched on.

Pilots' helmets must be equipped with retro-reflective self-adhesive surfaces on the back of 50 cm² and on the sides. Two retro-reflective armbands, provided by the organizers, must be worn by the riders throughout the night period.

Article 13 BRIEFING

The presence at the briefing of all the pilots is obligatory. The briefing will take place on Saturday, June 10 at 19:30 on the starting line.

Article 14 ARE AUTHORIZED TO CIRCULATE

During the race, apart from the quads participating in the race, only the following persons are allowed:

IN THE PADDOCK

People with bracelet

Vehicles with sticker

IN THE STANDS

2 or 3 drivers, 2 or 3 mechanics, 1 panelist

No vehicles, traffic is allowed on foot only.

Article 15 GATHERING

For the first run, the starting order on the grid will be established according to the endurance entry order.

For the second run, the starting order will be based on the Saturday heat classification.

No mechanical or refueling intervention, of any kind, is tolerated on the start line during this pre-grid period.

Only the starting driver and a bib driver are allowed in the starting area. The panniers remain behind the rubalise separating the pit lane.

Article 16 DEPARTURE

Departures are given, LE MANS style, the machines are installed on the right side of the stopped engine track. Pilots must have their circuit breaker on the left side. When the national flag is lowered, the pilots go to their machine, plug in their circuit breakers and start their machine. Early departure is penalized.

To be able to take the start and participate in the race, the drivers are in their outfit and their machine conforms to what it was during the transition to the technical control.

Stroller start is prohibited at the start signal. One minute later, the Clerk of the Course authorizes the departure to the stroller by waving a green flag. The pilot can then be helped in this maneuver only by one of his co-drivers.

Sunday departure, any crew who did not cross the finishing line in the first leg, will leave the stands 4 minutes after the start.

Article 17 PANNEAUTAGE

The basic safety instructions and essential require the strict respect of bracelets on the paneling area.

Article 18 WAY OF STANDS

The speed along the whole length of the pit lane is limited to 20 km / h maximum.

It is forbidden to stop in the pit lane or to encumber it, it is the way of circulation of the machines.

In the event of a ban by the marshals to take the track, the return to the pit must be made by the specially planned route, making the junction with the safety lane at the rear of the pits.

Article 19 CHANGE OF PILOT

Any change of pilots must be made at the refueling stand, outside the deceleration lane and with the engine stopped.

Any stop on the track along the stands, to pass the transponder and bib is prohibited.

The driver who returns to the track must stop at the pit exit, so that the marshals check the conformity of the equipment and the quad. Failure to respect the judgment is penalized.

Article 20 REFUELING AND ASSISTANCE IN STANDS

The fuel used is necessarily a unleaded fuel normally sold commercially.

There should never be more than 20 liters of fuel in stock in the stand.

Refueling must be done in the pits with the engine stopped.

The machine is repaired by mechanics and pilots.

All parts, except the frame, can be changed.

Mechanical interventions other than refueling must be done in the stand and outside the refueling area.

Seams are forbidden in the stands.

Article 21 DURING THE RACE

The radio link with the stands is prohibited.

A machine controlled too noisy by the race direction must comply. It is authorized to carry out the following race only if the conformity is ascertained by the race direction.

If the machine has its lighting system down, even partially, front or rear, or which is not in compliance with F.F.M. , the pilot must enter the following lap at his stand to perform the repair. Otherwise, it is sanctioned. He is allowed to resume the race only when the lighting of the quad is consistent.

The compulsory circuit breaker must be connected to the drivers, during the entire time the driver is on his machine. Pilots who are not equipped with their bib or who is detached, must stop immediately at their stand to remedy it. Pilots are protected by their outfit. The sleeves cover all the arms. At the end of the test, the auditors verify that no irregularity has been committed.

Article 22 ASSISTANCE OUTSIDE STANDS

Any pilot being immobilized on the track (stalled engine, etc ...) must first of all evacuate his quad to free him from the track.

Rapid and quick repairs will be carried out on the edge of the runway under the protection of a Runway Steward, by the pilot only, provided that the machine is well parked and presents no danger to the safety of all. Any outside help including mechanics is prohibited. Mechanics, assistance or help are prohibited outside the stands.

In the event of a total breakdown, the rider may report or have his team wear the bib and the transponder so that another driver can take the lead. The lap started by the failed driver will not be counted.

Article 23 STOP & GO PROCEDURE

A specific layout at Stop & Go is planned in front of the timing.

A timekeeper is responsible for the execution of the stop, the timing and the start under the responsibility of the clerk of the course.

I- Infringement report: Presentation of the STOP AND GO sign, accompanied by the competitor's number on a STOP sign:

the driver must stop at the next lap at the entrance of the stop & go zone, at most in the 3 laps.

II - If the driver does not stop after 3 laps, he is presented with a black flag with number on STOP board. It must stop immediately and the penalty is doubled.

III - If despite all the driver does not stop: the competitor is excluded from the round.

Article 24 NEUTRALIZATION OF THE RACE BY SECURITY, SAFETY CAR

If during the race, an incident (atmospheric conditions or any other cause) would involve the security, making it impossible the normal course of the competition, the clerk of the course can decide the neutralization under the "Safety Car" regime by the presentation of the "Safety" sign Because ".

In this case a specially marked vehicle, equipped with orange beacons, follows the track since it is time out, it travels at a moderate speed. The yellow flag is presented at the monitoring stations, the riders catching the "Safety Car" rank behind him without exceeding, in single file, one behind the other, without changing position, it is forbidden to duplicate. The exit of the stands is closed. During the whole period of the neutralization, a "Safety Car" sign is placed after the exit of the timing to inform the riders. During the neutralization of the race, the machines can stop at the stand. The drivers who stopped at their stand, will be positioned in single file at the exit of the pit lane and will be able to join the track only under the orders of the commissioner, after the passage of the "Safety Car" and the last quad of the group. The exit of the pit lane will be closed again, the drivers will have to wait until the end of the passage of the next group to resume the track. When the "Safety Car" is recalled by the race director, he turns on a blue beacon, overtaking is always prohibited until the "Safety Car" leaves the track to return to his position at the end of the timing. At this moment, the track is free and the exit of the pit lane is opened again. The location of the "Safety Car" is indicated along the track by yellow reflective panels visibly bearing the words "Safety Car". Each lap completed during the "Safety Car" intervention is counted as a race lap.

Article 25 CLOSED PARK

During the neutralization between the heats, all the quads, in race, are placed in parc fermé.

Immediately after the end of the first run, the quads are placed in parc fermé, They can only be brought by the driver. Only the bib pilot has access to the parc fermé.

No mechanical intervention, even refueling is allowed on the machines between the arrival of the round and the start of the next.

The driver taking the next round, equipped with his bib, comes to get his quad to make the reconnaissance lap of the second run. At the end of the reconnaissance lap, the driver goes directly to this place on the starting grid.

The parc fermé is monitored during the hours of neutralization.

Article 26 ARRIVALS - END OF RACE

For the 2 heats, the arrivals are facing the timing station, the checkered flag is agitated downstream at the beginning of the pit straight. After the checkered flag all drivers slow down but do not stop.

For the first leg, the drivers remain in their respective positions until the parc fermé.

For the second run, the drivers enter the pits at the end of the pit straight.

Article 27 CLASSIFICATION

The scratch classification is established at the end of the last round on the total number of laps made during each round. The crew with the most laps, all combined, is the winner of the 10 HOURS OF GONCOURT. In the event of a tie in the number of laps, the classification is made at the combined time of the 2 races. The finish is judged on the crew at the top of the current heat. For the last leg, only the quads having crossed the finish line after lowering the flag to checkered, are graded.

Article 28 PROTEST

Claims are filed in accordance with the terms of the Sporting Code article 510 et seq. They are handed to the Clerk of the Course. All claims are admissible during the race and within the maximum delay of 30 minutes after the posting of the ranking of each round. After this time, they are no longer accepted. Claims relating to the classification are received accompanied by a sum of 75 €, refundable if the claim is justified.

Article 29 SANCTION

The event is a sports race. Safety and fair play imposes rules that must be understood and applied. If these rules are not followed, sanctions are applied. Any action likely to endanger the life of others or security will be punished. The same applies to any insult or aggressive gesture towards the organization, a commissioner, another driver, a member of his team or another team. Sanctions taken by the jury in accordance with the sporting code may be: a warning, a reprimand, a time penalty, a decommissioning, the exclusion of the event, referral to the disciplinary body. The team forms a solidarity group. In case of non-compliance with rules involving one or more crew members, behavior or conduct detrimental 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 behavior of all members of their team.

Article 30 INSURANCE

The organizer has taken out insurance in accordance with the provisions of article R331-30 of the Sport Code. The latter is attached to the files addressed to the prefectural and federal administration. In the event of an accident, ambulance transportation from the 10-hour circuit from Goncourt to the hospital remains the responsibility of the hired staff and is not covered by the Goncourt quad nature association.

Article 31 APPLICATION OF THIS REGULATION

Competitors agree to comply with the rules by accepting all clauses. All points not provided for in the present regulations are decided by the Jury, in accordance with the provisions made in the reference texts. They also undertake to respect the decisions taken by the organizers and do not recognize as the sole sports jurisdiction that that established by the Sports Code of the F.F.M.

Article 32 LIST OF AWARDS

1st - 2nd - 3rd overall - cup

Category "trophy":

1st Days - cut
1st Women - Cup
1st Juniors (- 18 years old) - cup
1st Veteran (over 42 years old) - cup
1st Quadricycles - cut
1st European Drivers - Cup

Category "3 pilots":

1st ranking 3 quads - cup
1st Days - cut
1st Women - Cup
1st Juniors (- 18 years old) - cup
1st Veteran (over 42 years old) - cup
1st Quadricycles - cut

Article 33 SUMMARY OF PENALTIES

LIST OF PENALTIES

These penalties may be aggravated by decision of the jury (misconduct, recidivism)

INFRINGEMENT RECORDED SANCTION

1 Breaker not connected at start or not functional: 3 turns to exclusion

2 Any insult or aggressive gesture towards the organization, a commissaire, another driver, a member of his team or another team: 3 minutes (*) to exclusion

3 Fraudulent use of bracelets and non-compliance with the conditions for awarding them, fraudulent use vignette vehicle: 2 minutes (*) to exclusion

4 Outside assistance outside the stand (eg changing of glasses): 2 minutes (*) to exclusion

5 Observed overtaking of the noise standards in force (113 dB to 2m max): 2 minutes (*) to exclusion

6 Non-observance of the safety instructions or others in the stands (Welding, smokers, etc ...): 2 minutes (*)

7 Engine not stopped at pit during refueling: 2 minutes (*)

20 km/h : 2 minutes(*)

"8 Speed in the pits > 20 km / h: 2 minutes (*)

9 Doubling a competitor under the yellow flag: 2 minutes (*)

10 Doubling a competitor under "Safety car" regime: 2 minutes (*)

Note (*) = STOP & GO

Article 34 USE OF CAMERA

Article 2.1.24 of the MFF Sporting Code states:

"The use of means of production (on-board cameras or other devices) is permitted provided that the following conditions are respected:

- For reasons of safety, the means of production, on-board cameras or other devices, are strictly prohibited on the torso of the driver.

- The location and fixing systems of these means of production must be controlled by the technical commissioner in charge of the event "

- The camera must be firmly fixed on the quad, the attachment on the helmet is prohibited.