

REGULATIONS

ATV



ALL RIDERS MUST KNOW, UNDERSTAND AND COMPLY WITH ALL RULES. THE "I DID NOT KNOW" ARGUMENT IS NOT PART OF THE RACES.

- The pilots' meeting is compulsory for all registered riders at each event.

NUMBER OF DRIVERS ON TRACK, GROUPS ;

- For everyone's safety, depending on the number of entries, the officials reserve the right to limit the number of runners simultaneously on the track, and thus form several groups per category, if necessary, and at their discretion, depending on the type of race, size and/or condition of the track, or weather.

STARTING POSITIONS ;

- The initial starting positions are randomly determined following registrations only for the first weekend. For the following weekends the positions will be determined according to the ranking of the previous weekend (Ex. If you were not present the previous weekend you will leave at the last position). A driver late for registration will be placed last in his first race if his registration is accepted. For the second race and the final your position will be determined according to your position of the previous race. The position in the second start will be based on the result of the first start and the position in the final will be based on the result of the second start.

ATV CHANGES ;

- During an event, if a rider changes ATV following a mechanical breakdown, the replacement ATV must be of equivalent strength to the ATV out of service. The vehicle and its driver must clearly display a single number (the correct number) and in a regulatory manner on the front and rear of the ATV.
- Each change must always be authorized by an official before the pilot resumes his activities. In addition, the pilot must be placed in the penalty line for each start following a change of mountain bike.

PENALTY LINE ;

- The penalty line will be located behind the last starting line

FLAGS

- **GREEN** : Indicates that the race is good and official.
- **YELLOW** : Indicates that there are one or more fallen runners nearby. The race continues but drivers must pay particular attention either by changing lanes inside the risk zone.
- **RED** : Indicates the race has stopped, riders must IMMEDIATELY SLOW DOWN and drive at first gear to the start area and turn off their mountain bike. The riders must reposition themselves in single file according to their position during the last lap before the incident. A new start in single file will be given when the circuit is released.
- **BLACK** : Indicates to the runner that he is disqualified. The driver concerned must reduce his speed, let the other riders pass and leave the track on his next pass in front of the exit zone.

****NOTE****: A rider may be pointed out by an official with a closed black flag, this indicates to the rider that he has received a warning for a minor violation of a rule and/or that his conduct is under surveillance. The runner can continue his race.

- **BLUE** : Indicates to a rider that he must take refuge on the edges of the track and let a faster rider pass (one lap ahead) who is trying to overtake him.
- **WHITE AND GREEN CROSSED** : When crossing the finish line, indicates the halfway mark.
- **WHITE** : When crossing the finish line, indicates the last lap of the race.
- **BLACK AND WHITE SQUARED** : When going to "Finish", indicates the end of the race.

STARTING PROCEDURE

ALL RACING STARTS ARE MADE BY FLAGS

NOTE: Participating runners are responsible for checking the position sheets themselves, monitoring the progress of the starting schedule, and ensuring that they are present on track in time. The official will not wait for latecomers. Riders registered but absent at the start of their respective races will receive DNS (Did Not Start) as the result of the missed race.

- The official crosses the track in front of the starting line and verbally informs the riders of the number of laps they will have to complete. In the case of a qualification or a consolation, the official specifies to the riders the number of positions selected for the final.
- The official takes up position, in view of the riders, the green flag and the red flag in hand.
- The official points all riders with the green flag to ensure that all riders are ready for the start.

NOTE: At this precise moment, in the event of a problem, the pointed runner can raise their hand and thus obtain a delay of 30 seconds. Once the time has elapsed, if the pilot is still not ready, he must leave the track with his mountain bike. The driver will receive the DNS score (Did Not Start) as the result of the race and no points will be awarded.

- The official raises the red flag up and points the green towards the ground.
- The start is triggered when the official quickly raises the green flag and lowers the red flag at the same time. The start must be launched within a maximum of 5 seconds after the red flag has been raised.

INTERRUPTION AND RESUMPTION OF THE RACE

- In the event of a false start, it will be indicated to the rider(s) as soon as possible by a red flag that the race is stopped and the start will be resumed. The pilots must reposition themselves in their respective position side by side. The rider(s) who caused the false start will be immediately notified and placed on the penalty line.
- For safety reasons, no help can be given to a rider by the track marshals (yellow) during a race. In the event of an

accident, the latter must clearly indicate to the other runners the risk zone. Under no circumstances can they provide assistance to one or more riders in difficulty except for safety reasons once all the mountain bikes on the track have been immobilized.

DISQUALIFICATION

- In the majority of cases, the driver will be given a warning, unless his infraction is major and he is immediately disqualified.
- There are two ways to give warnings before disqualification.

During the meeting, instructions will be given and must be respected.

On track when the official shows the closed black flag.

- No driver substitution is permitted. Registration is compulsory for everyone. In the event of an infraction on this subject, the registered driver(s) will be disqualified for the day. If an unregistered driver is part of the violation, he will be refused his first registration request for any of the following events.
- The referee showing the closed black flag means that you are under surveillance.
- All decisions made by the Head Referee are final.

PIT-RIDING :

Any behavior detrimental to the sport and dangerous on the site, such as excessive speed, rearing (whellie), or driving without a helmet will not be tolerated. The rider responsible for a faulty prize ATV will be immediately disqualified for the day, regardless of who was involved. If a driver's companion is caught at fault, the driver will suffer the consequences. If the disqualification leads to rudeness towards the officials or other drivers, the expulsion of the offender will be immediate.

- All riders must be alone on their mountain bike in motion, riders at fault will receive a disqualification for the day
- All riders' mountain bikes must remain in the pits, riders at fault will receive a disqualification for the day

ENVIRONMENT

No spills of used oil or gasoline are allowed... just think about it! This will range from disqualification to expulsion.

VERBAL OR PHYSICAL AGGRESSION

Ex: Slaps on helmets: The disqualification of the driver at fault will be instantaneous and all the points of the day in all his classes will be withdrawn. This pilot will of course be under surveillance upon his return. If there is a repeat offense, he or she will be banned for the whole year. Don't forget that with such an attitude, a driver is harming the sport and MAY BE CRIMINAL PROSECUTED FOR VICTIMS.

- The runner is responsible for his companions and the latter must respect the regulations under penalty of being expelled and disqualifying the runner.
- The officials reserve the right to refuse a pilot who does not want to adapt to certain regulations.

SECURITY :

The officials reserve the right to disqualify a pilot if they judge that his equipment, including his ATV, his protective accessories and his clothing, is inadequate, incomplete, non-compliant or unsafe and, if a part of his ATV falls or threatens to fall.

COMPULSORY EQUIPMENT FOR PILOTS

- The "membership card" license (\$ 50)
- The form must be completed by a parent or legal guardian for those under 18 years old.
- Regulatory helmet with clip. The helmet must be DOT OR SNELL OR BOTH approved.
- When the ATV is in motion, the pilot must attach his helmet at all times on the track and in the pits. The driver at fault will be disqualified for the day.
- A pilot will be disqualified if he takes the start without attaching his helmet.
- Goggles (if applicable)
- Boots
- Gloves

MANDATORY MTB EQUIPMENT

- A PLASTIC transverse rod is mandatory. Your number must be installed on both sides of it.
- The numbers on the rear plates must be **VERY** bright in color
- The numbers that make up the driver's number must each have a minimum of 6 inches high by 1 inch wide, on each plate (front and rear)
- The numbers on the fenders are considered cosmetic and do not replace the mandatory rear plates required by the regulations.
- The rider and his mountain bike must display **ONLY** 1 number under pain of penalty. You should **NEVER** see two different numbers.
- Functional safety switch (Kill switch)
- Complete roll bars (nerf bar)

- Front and rear brakes functional and in good condition
- A VISIBLE red light at the rear of the ATV is mandatory. This light must remain on at all times on the track. It can change (increase) intensity during braking, but this function is optional. In the event the light is damaged or lost during a race, the rider is subject to a penalty and the rear red light will need to be repaired or replaced immediately before the ATV is cleared to return to the track.
- Engines accepted must be original, come from another ATV or come from a motocross . * ** No motorcycle engine will be accepted***
- The maximum width of the ATV must be 50inches

CLASSIFICATION OF DRIVERS

- When registering for the first time, the driver must complete a liability waiver form and provide their contact details.
- *** Management reserves the right to change a driver's caliber if it judges that he is not in the right caliber.

REGISTRATION

Registration is done in the morning on site according to the hours announced on the website. The pilot must present his license (CARD) or ask for one to be issued on site.

The driver must have passed the checkered flag to be awarded the points corresponding to his position.

CODE OF LIFE

- Consumption of drugs or alcohol will result in disqualification without warning.
- No consumption of alcohol or drugs will be tolerated before and during the races for the riders, mechanics, officials, promoter, yellow flag attendants, photographers or anyone with access to the track.
- The races are done in a competitive spirit and good manners. Verbal or physical violence, insults towards anyone working on the smooth running of the activity, threats or any other form of excess will not be tolerated and will result in disqualification by the chief official
- Safety must be a priority.

RACE SCORING

Qualifying points

1= 12 pts 3= 10 pts 5= 8 pts 7= 6 pts 9= 4 pts 11= 2 pts

2= 11 pts 4= 9 pts 6= 7 pts 8= 5 pts 10= 3 pts 12= 1 pts

Final points

1= 60 pts 6= 46 pts 11= 36 pts 16= 27 pts 21= 22 pts

2= 56 pts 7= 44 pts 12= 34 pts 17= 26 pts 22= 21 pts

3= 52 pts 8= 42 pts 13= 32 pts 18= 25 pts 23 and += 20 pts

4= 50 pts 9= 40 pts 14= 30 pts 19= 24 pts

5= 48 pts 10= 38 pts 15= 28 pts 20= 23 points