

European Quad Trophy 10 & 11 July 2010

Regulation

1.0 Definition and formula

1.1 DEFINITION

The European Quad Trophy is a regularity race, open air, all ground, mud floor and woods.

Natural technical difficulties are searched for.

The circuit allows relaxing times in the piloting.

The length of the circuit is minimum 3.000ms.

Widths are adapted on the site.

The average width will be between 8 to 10 ms.

1.2 FORMULA

The meeting of endurance : 3 races (2 hours and 2 x 3 hours)

Teams with minimum 2 pilots and maximum 3 pilots with one quad per pilot or one quad per team.

Maxim number of teams in the race is 80

2.0 Admission and registration

2.1 ADMISSION

- a) All the quads were admitted. BQR regulation was only apply.
- b) One quad per pilot or one quad per team
- c) Pilots must be holders of a BQR (Belgian Quad Racing) race license.

Those who are not licensed

can locally obtain a license for one day to the price of 25 Euros.

- Those licences are delivered on presentation of a medical attest which authorized practice of quad cross.
- OBLIGATORY : For pilots under eighteen years : a parental agreement, authenticated by officials authorities of the subscriber abode of the pilot is a must

- d) minimum age for pilots :

- 12 years for "Juniors"
- 15 years for "Inters"
- 16 years for the quads more than 450cc – 2 stroke and more than 500cc - 4 stroke

Choice of category :

The Team must be registered into the category which corresponds to the big-engine car of their engaged machines and will have to follow the regulation of this category. Be careful to the age of the pilot for enter a category.

- e) Only pilots in order with her registration can be participated to the event.

2.2 CATEGORY

The engaged quad must be in :

JUNIORS : Minimum age : 12 years

2 stroke engine -- 210cc maximum

4 stroke engine -- 360cc maximum

INTERS : Minimum age : 15 years

2 stroke engine -- more than 210cc *

4 stroke engine -- more than 360 cc *

*Attention : Minimum age 16 years for :

- quads more than 450cc - 2 stroke engine
- quads more than 500cc - 4 stroke engine

2.3 REGISTRATION

a) Principle

Registrations only in teams

The leader of the team, (pilot N°1), will designate :

- The name of his team.
- The brand and the cylinder capacity of his quad

Preliminary registration is obligatory, by e-mail : européanbastogne@skynet.be or by mail : Nuts Quad Team, 32/2 rue de la Libération B-6720 HABAY-LA-NEUVE

Tél/Fax : +32(0)63/38 60 19

Close of engagement : 01 july 2010.

Or since de number of 80 teams was attain.

b) Registration fees

- All category : 140 Euros per pilot (quad included)
- Belated registrations : additional cost of 70 € / team.
- Payment with cheque : additional cost of 20 €

Belgique ING : 360-1089928-42360-1089928-42 Nuts Quad Team

N° IBAN BE77 360-1089928-42

+ N° SWIFT OR BIC BBRUBEBB

France SNVB : 33555-00060930701-79 Nuts Quad Team

This price give right to :

- A place for a car into the pilot park .
- A free entrance for the pilot and one for his mecano)

For example : One team of 2 pilots = 4 free entrance

BE CAREFUL !!! FOR THE SECURITY, ANY CHILD IN THE STAND

c) Back number and transponder

A car driving license and a guarantee (200 €) will be required in exchange of “bib” and transponder for timing. To hand back at the end of the meeting. In case the bibs are cut, the guarantee won't be returned. Furthermore, the bibs will have to be cleaned.

Back number

Each team received two back numbers (to hand back at the end of the meeting)

3.0 RACE REGULATION

3.1 RECEPTION, TECHNICAL CHECKING, TIMING

a) - Reception

- Previous registration, attribution and installation of the stands (4m x 6m). From Friday 9 July

The stand n° will be attributed following order of registration. Then the firsts registered will be placed at the beginning of the deceleration band.

The pilots must go to the secretary in place to Sans-Souci in order to submit the inscriptions formalities . (Friday 9 july from 4:00 pm to 10:00 pm and Saturday 10 july from 8.00 am to 11.45 am).

After their inscription, they will receive the back number belonging to each team and the transpondeur.

b) - Technical checking

Pilots must have past the technical control before entering the circuit for the Warm-up.

Only the vehicles in order with the regulation of the BQR (<http://www.bqr.be>) will be admitted to participate in the competition. The quad will have nerves block, adorns chain, circuit-cut, foams protection on the handlebar and a number place at the back and at the front of the quad. Exhaust box : maximum 95 decibel.

The installation of additional fuel containers is forbidden, as well as transport of fuel on the pilot (back-bag)

To enter on the track, the martingale of the circuit-cut must be attached to the pilot, or at his wrist, or at his belt and also to the machine.

Quad convoy to town. Any diversion of the itinerary will not be accepted en penalized by exclusion of the pilot

[CROSS EQUIPMENT IS OBLIGATORY.](#)

[A MINERVA BRACE AND A LUMBARGUARD ARE OBLIGATORY FOR ALL THE PILOTS.](#)

c) - Official timing

An indicative timing will be published in the regulation of the race. Official timing of the competition will be published and can be adapted to the circumstances.

3.2 FREE TESTS

They are obligatory (min. 2 laps).

The riders are free speed on the circuit for tests.

The tests will be organized, ex. from 02.45 pm to 03.15 pm and 03.30 pm to 4.00 pm----- free and timed tests.

Missing pilots for the training will be placed in the last position on the gridline (except previous agreement with the race direction).

3.3 EVOLUTION OF THE RACE

a) - Gridline

Start style « Le Mans »

Starting gridline will be indicated on the start area

Pilots will be placed on this gridline in order of the time they have made or by indication

Pilots will be put their vehicle in order following this above-mentioned timing.

Engine stopped and cut-circuit on the pilot.

The following start will be based on classification of the forgoing selection.

After arrival, pilots must drive immediately their quads to the enclose area, also quads who have failure in the stands.

(Any interventions or revisions are allowed).

On demand of the starter :

- pilots will go immediately to the start and to his position. Pilots behind time cannot take place on the gridline. Their will be placed in the end of the gridline.
- The second quad and quads who have failure will be bunching at the enter of the stands. Their will be rejoin her stands a soon as the start of the race.

b) - Orders of the starter.

By order of the starter “pilots in place”, riders will regain the side of the opposed track to their machine.

They will hold in their hand a rope which delimit the circuit at this place.

No mechanical help, refuelling or other assistance will be permitted on the pre-grid and the starting line.

c) - Starting procedure

Green flag indicates, « pilots ready, accompanist out of race-track »,

Immediately after 12 strokes of Big Ben, a **gun-shot** will be resound., sign of start.

d) - Entry and exit of the circuit

Stand access : only at the pit-lane, to traverse at fallback speed entirely.

e) – Change of pilot and relay.

The quad will be parked in the stand, perpendicularly to the pit-lane. Any pilot on the quad and engine off.

Any change of rider will be OBLIGATORY executed at the stand and not on the pit-lane.

For the security of everyone, each team must be in possession of an extinguisher of 3kg.minim. (5kg wished).

This one will be showed before the race to the person designated by the organiser. Only authorized supply material can be used.

Supply in fuel only in the stand, no pilot on the quad and cut engine. The head of the stand will provide himself with the extinguisher during the operation..

Smoking is prohibited in the stands.

To preserve the area, each team will be careful to avoid any gasoline prohibition or oil infiltration.

Prohibition to use any high-pressure engine and any heat source in the enclosure reserved to the crew.

f) - Stop of the race of a team member, return to the stand

* The pilot is able to return his quad to the stand himself.

He can't disturb the other quads in any way and must give them priority (if not, penalties)

* The pilot can't return his quad himself

- engine trouble

. If he can't do it himself, his meccano (max 2) can help him.

He must immediately leave the circuit to the stand by the shortest way under supervision of the race commissioner.

* wounded pilot :

- After an accident, another pilot take place of a wounded pilot on the track, where the accident happen and under supervision of the racer commissioner.

g) - Interruption of the race.

- In case of interruption of the race because of accidents, race commissioners show yellow fixed flags « interdict from overtake, pilots must remain behind the safety-car until it leaves the track, on pain of penalty ». The race director show the white flag with letters « SQ ». The Safety Quad go in the track and pilots must be ride after him till it go back to the stands. Pilots don't go to their stalls.

The exit of the pits will be closed (red flag) as soon as it gets on the track.

During the neutralization of the race, the machines can stay in the pits. Then they will get in a single file at the exit of the pit lane and could only get on the track under the orders of the marshall, after the "SQ" passes the timing post. The exit of the pit lane will be closed.

The riders who are still on the pit lane will have to wait the next passage of the « SQ ».

However it is still prohibited to pass the « SQ » car until it leaves the track and go back to its park site.

As soon as the "SQ" leaves the track, the exit of the pit lane will be opened again. Each lap made when the « SQ » is on the track is counted as a lap.

- If the race must be stopped with a red flag, pilots must go back in the runners park (not in their stands).

- Interruption less than 20', timing of each race of 3 hours will be respected.

- Interruption more than 20', timing can be shorted.

The directory will indicate the remaining race-time.

h) - End of the race and/or time out.

- 30' before the end of each race, a indicative board will be showed by the race directory.

- 10' before the end of each race, a second board will be showed.

When the time is up, the race will be stopped by the black and white flag.

- At the end of the first time slot, all the quads will be placed in the closed park, supervised by vigils during the time of neutralization

If a pilot had been suddenly wounded at the time of the last turn and were unable himself to bring back his machine, it can be made help, by 2 accompanying and a commissioner, to place his quad in closed park

Repairs in progress in the stands will be stopped and one of the pilots will lead the quad to the closed park, accompanied by a police chief. The machine will leave the closed park only to the setting out of grid and will be immobilized by a police chief at the entrance of stands.

At the beginning of the race, the crew will be able to join his stand and repairs will be able to begin again.

i) - Classification

- The team having done the highest number of laps will be declared the winner of “European Quad Trophy”.
- Pilots who have done the same number of laps will be classified following their arrival in the last lap.
- The last lap will be not counting for the team who passed the starting line 10 minutes late on the first.

BE CAREFUL, only riders who will crossed the finish line of the final heat, within the 10 minutes after the squared flag being lowered will be ranked.

3.4 COMMISSIONERS

Commissioners watch out for your security, respect their guidelines on pain of penalty.

3.5 FLAGS

SQUARE FLAG : - FINISH – stop of training

YELLOW : - forbidden overtaking - dangerous - Slow

GREEN : - authorized access to the circuit

RED : - immediately stopping (going back to the runner park)

BLACK + N° : - immediately stopping of the pilot (number showing)

WHITE SQ : - letters SQ. = The Safety Quad go in the track and pilots must be ride after him till it go back to the stands (yellow flag).

3.6 FAULTS + (see general regulation)

- Dirtiness of the back number – **return to the stand**
- Access to the track without number and/or obligatory equipment – **return to the stand**
- Circuit-breaker not connected during the race – **2 minutes**
- Access to the track apart from the foreseen hours – **30 seconds**
- At the start, starting-up of the quad by another person than the appointed pilot – **2 minutes**
- Anticipated start – **2 minutes**
- change of quad - other that quad engaged – **out of race**
- Dangerous conducting, under the influence of drink or driving in the wrong sense, ...- **out of race**
- Control of the quad by a pilot not registered – **out of race**
- Excess speed on the deceleration track – **30 seconds**
- Smoking in the stand – **2 minutes**
- To be disrespectful to commissioners and flags – **race directory**
- User of a high-pressure engine and /or barbecue – **2 minutes**
- Late presentation of the quad for the start – **return to the stand**
- Machine supply out of stand and / or on the deceleration track – **30 seconds**
- Machine supply, engine in motion – **2 minutes**
- Relay out of stand – **2 minutes**
- Access to the track via another place than the issue happen – **stop and go**
- Overtake when the safety car is on the circuit – **one lap less**
- quad not placed perpendicular to the track of deceleration at the time of a stop to the stand - **stop and go**
- repair of the quad, out or in the stand, for the period of the closed park - **race directory**

From « stop and go » to a lap or more, until exclusion « gravity of the fault »

3.7 CLASSIFICATIONS / REWARDS

Scratch classification : Total premium : 3.000 Euros sharing with the first five crews.

One trophy will reward the 5th victorious crew of the scratch classification

One cup for each team-member

Category classification (Juniors)

One cup for the first three crew - a plate memory to each team-member

Reward :

One cup for the team who's made de best time

One cup for the first 100 % lady crew
One cup for the youngest Junior crew (- 15 ans)

4.0 PLANNING

Friday 9 july

10:00 AM	-	11:00 PM	WELCOM - Stalls assignation and setting up
4:00 PM	-	10:00 PM	Administrative checking

Saturday 10 july

6:30 AM	-	11:00 AM	WELCOM - Stalls assignation and setting up
8:00 AM	-	11:45 AM	Administrative and technical checking
12:00 AM	-	12:30 PM	Briefing pilotes
12:30 PM	-	1:30 PM	Quad convoy downtown
2:45 PM	-	3:15 PM	Chronos European Gr.1
3:30 PM	-	4:00 PM	Chronos European Gr.2
6:30 PM	-	7:00 PM	European pre-grid
7:00 PM	-	9:00 PM	1st heat European

Sunday 11 july

8:00 AM		8:30 AM	Timing confirmation (secretary)
8:30 AM	-	9:00 AM	European pre-grid
9:00 AM	-	12:00 AM	2nd heat European
2:30 PM	-	3:00 PM	European pre-grid
3:00 PM	-	6:00 PM	3rd heat European
6:30 PM		7:30 PM	PODIUM NUTS CUP EUROPEAN PODIUM and awards ceremony