

**MX VETS des NATIONS 2019**

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## **MX Vets des Nations 2019**

### **1. Announcements and Entries**

#### 1.1 ANNOUNCEMENT

West Devon Motor Cycle Club will organise the 2019 MX Vets Motocross des Nations at Farleigh Castle on 7<sup>th</sup> and 8<sup>th</sup> September 2019.

Permit Number: TBA                      TTC: TBA                      IMN Number TBA

The course is situated at Castle Farm, Farleigh Hungerford, Nr Bath Somerset BA2 7RR.  
Grid Reference ST585 575. The Castle is sign posted on all major routes by brown heritage signs.

#### 1.2 JURISDICTION

The meetings will be held under the current ACU National Sporting Code, ACU Motocross Standing Regulations, an International Permit, these Conditions and any further Regulations or Instructions issued or Official Announcements made.

#### OFFICIALS

|                               |  |
|-------------------------------|--|
| Clerk of the Course           | Brian Higgins  |
| Assistant Clerk of the Course | Mark Tillyer, Reegan West and Peter Burgum             |
| Chief Technical Officer       | Terry Brown  |
| Chief Timekeeper              | Cath Burridge – ACUE Ltd                               |
| ACU Chief Steward             | TBA  |
| Team Entry Secretary          | Sonia Goggin E-mail sonia@acu.org.uk                   |
| Secretary of the Meeting;     | Di Thompson, Sunnycote, Marytavy, Tavistock, PL19 9QB. |
| Telephone 07855781562.        | E-mail dithompson15@gmail.com                          |

#### 1.4 ELIGIBILITY

Open to riders holding a current licence issued by the ACU and SACU or riders holding a current International licence issued by their FMN. All riders not holding an ACU or SACU licence must carry proof of Insurance and a written start permission document issued by their country Federation. For UK residents, ACU one event Licences are available from the organisers at a cost of £15.

#### 1.5 CLASSES and MACHINES

The classes and age of riders are;

1. Twinshock Under 50    21 - 49 years old (If not enough entries are received this class maybe merged)
2. Twinshock Over 50    50 – 75 years old
3. Up to 125cc            for all machines 1974 and including 1989
4. Evo 250                for machines up to and including 1989
5. Evo 500                for machines up to and including 1989
6. Evo over 50s class    50 – 75 years old as above (Machine capacity 125cc to 600cc)
7. EVO MxdN Team Event    See schedule below
8. MXdN Twinshock Team Event    See schedule below
9. Super Evo Class Open CC (Machines 1990 – 1996 inclusive)

PLEASE ENSURE THAT YOU ENTER ONLY ONE CLASS AND IT IS THE CLASS WHICH YOU WISH TO RIDE IN.

#### 1.6 NUMBER LIMITATIONS

##### 1.6.1 All classes

All classes are limited to 60 entries.

1.6.2 MX Vets des Nations –

Twinshocks

A Country entry must consist of minimum 3 riders, maximum 4 riders. 3 riders must be over the age of 40 years and 1 rider over the age of 32 years on the day of the event. Maximum 15 Countries. Entry priority will be given to teams of recognised countries included in the team name. The best 3 riders points will count per race.

MX Vets des Nations – Evo / Super Evo For machines up to 1996

A Country entry must consist of a minimum 3 riders, maximum 4 riders. 3 riders must be over the age of 40 years and one rider over the age of 32 years on the day of the event. Maximum 15 Countries. Entry priority will be given to teams of recognised countries included in the team name. The best 3 riders points will count per race.

1.7 ENTRIES - PLEASE READ CAREFULLY

Entry Registration **request** open on 1<sup>st</sup> February and close on February 13<sup>th</sup>. Riders must complete the individual entry form provided by the Organising club and forward to Di Thompson, Sunnycote, Mary Tavy, Tavistock, Devon, PL19 9QB.

Team Entries should be directed to Sonia Goggin, ACU House, Wood Street, Rugby, CV21 2YX. [sonia@acu.org.uk](mailto:sonia@acu.org.uk)

Each postal form must be **accompanied** by a fee of £146.70 (ACU licence holders) and £161.70 (Non ACU licence holders) for the class entered, classes 1-6 and 9. Team entry fee for either Nations race will be £420 per team of a recognised FIM Federation or £560 for a second team from any nation in classes 7 & 8. **Cheques payable to West Devon Motorcycle Club, which must NOT be post dated.**

**With the exception of the Team races EACH RIDER MUST MAKE AN INDIVIDUAL PAYMENT. TEAM RIDERS SHOULD ENTER AS A COMPLETE TEAM WITH ONE PAYMENT.**

**Individual registration request** (classes 1-6 and 9) may also be made **on-line which will be limited to riders over 30 years old on the date of the event.** If any class does not reach maximum capacity by the 1<sup>st</sup> March it will re open for younger riders on a first come, first served basis.

In the event of a class being oversubscribed a ballot will take place on the 22<sup>nd</sup> February at which point unsuccessful riders will be advised immediately. Successful riders who entered on line will then have seven days to complete their payment on line. Reserve riders will also have seven days to accept a space and pay the full entry fee.

Foreign riders should have their entry endorsed with their own FMNR (FIM recognised) Start Permission - or – purchase Re Patriation Insurance through the West Devon MCC as an annual policy has been purchased which the ACU have accepted as it is up to the required FIM minimum level. The cost of this for overseas riders within Europe will be £95. **RIDERS FROM OUTSIDE EUROPE MUST SOURCE THEIR INSURANCE FROM THEIR OWN FMNR.**

Entries will be allocated as follows in each class except the two Team races.

1. Allocation of 50 riders in each class (1-6 and 9) received on or after 1<sup>st</sup> February.
2. Allocation of 10 riders in each class allocated to Foreign riders.
3. Allocation of up to 12 riders in each class who will be reserve riders.

**NOTE; 2 spaces in classes 3,4,5 & 6 will be reserved for Invitation Guest riders**

Reserve Riders. For Reserve riders who do not get a guaranteed place by the start of the event will be required to go into the Saturday qualifying session whereby the fastest RESERVE rider will be the first reserve for all of the races and the second fastest the second and so on.

### 1.7.1 Entry Changes / Refund

**Once a rider is registered any amendments to machine, town or spelling error by the entrant will result in an automatic £15 admin charge.**

**Once an entry is confirmed under no circumstances will any refunds be considered for any riders who do not take part.** A rider may not pass his entry onto another rider.

### INSURANCE

The insurance cover for this event will be Basic (limit of liability £10M) and Medical Malpractice insurance (limit of liability £5m) is included. There is NO Personal Accident Insurance for Competitors. Competitors are therefore strongly recommended to purchase such cover which is available from various Motor Sport Brokers.

## 2. Scrutineering

### 2.1 SCRUTINEERING

Each rider must present 1 motorcycle to Technical Control in their name and correct number.

|                          |          |               |                       |
|--------------------------|----------|---------------|-----------------------|
| Scrutineering is open on | Friday   | 6th September | 9am – 1pm & 2pm - 6pm |
|                          | Saturday | 7th September | 7.30am - 8.30am       |

### 2.2 RIDING NUMBERS

Riding numbers will be allocated by the Organising Club. It is the responsibility of the rider to ensure the correct number is affixed to the machine.

### 2.3 BODY PROTECTION

It is compulsory for all riders to wear as a minimum back and chest protectors. It is also advised that all riders should wear a body belt / kidney protector.

## 3. Running of the Meeting

### 3.1 FLAG SIGNALS

|                         |   |
|-------------------------|---|
| Red:                    | ALL riders must stop - (riders must not pass a red flag unless authorised to do so and then only proceed at a slow pace).             |
| Yellow Motionless:      | Danger, take care. Drive slowly   |
| Yellow Waved:           | Great danger, prepare to stop, no overtaking. A significant reduction in speed must be seen, therefore jumps should not be attempted. |
| Black with rider No:    | That rider to stop immediately  |
| Green:                  | Under starters orders   |
| White with Green cross: | Medical attention necessary   |

### 3.2 PROGRAMME OF RACES

|          |          |             |                 |
|----------|----------|-------------|-----------------|
| Saturday | Timed    | All classes | 10 minutes each |
|          | Training |             |                 |

|                  |   |  |
|------------------|---|--|
| Race 1           | MXdN Twinshock<br>EVO Team Event<br>All other classes | Qualifying Race 6 laps<br>Qualifying Race 6 laps<br>5 laps |
| Race 2           | MXdN Twinshock<br>EVO Team Event<br>All other classes | 6 laps<br>6 laps<br>5 laps                                 |
| Race 3           | MXdN Twinshock  | 6 Laps   |
| Sunday<br>Race 1 | MXdN Twinshock<br>EVO Team Event<br>All other classes | 6 laps<br>6 laps<br>5 laps                                 |
| Race 2           | MXdN Twinshock<br>EVO Team Event<br>All other classes | 6 laps<br>6 laps<br>5 laps                                 |
| <b>Race 3</b>    | <b>Evo Team Event</b>                                 | <b>6 Laps</b>  |

### 3.3 PRACTICE

Practice will be held on Saturday morning. This will take the format of Timed Training which will commence immediately, but each rider will have one complete lap before they reach the Timing Loop.

### 3.4 RACES

Team races will consist of one qualifying moto plus four motos during the weekend (see above). All individual classes will have two races per day all of which will count towards the overall results. It may be necessary to carry some of the races over until Sunday morning.

### 3.5 STARTING POSITIONS

Priority of choice will be decided by Timed training.

For the Twinshock and Evo Team Races Timed Training will ONLY count for the Qualifying Race which will be the first moto on Saturday. For the Qualifying Race riders will go to the start line in order of the Timed Training positions. From the single qualifying race in each group the top Ten teams (three riders to count) will be allocated the following Waiting Zone positions for all four team races – 1<sup>st</sup> team – 1,11,21,31. 2<sup>nd</sup> team – 2,12,22,32. Third team – 3,13,23,33 and so on until the 40<sup>th</sup> position is filled. Teams qualifying in 11<sup>th</sup> to 15<sup>th</sup> position will be allocated Waiting Zone positions 41 to 60 in the order that the individual riders finished in the Qualifying Race.

All riders should have a transponder fitted to their machine for all practices, qualifying sessions and races. The transponder required is a My laps Standard or My Laps Flex Motocross type transponder. At the event, the timekeepers can issue a transponder to riders who do not have one for a hire fee of £20.00, fitting brackets will cost £5. The rider will be required to leave an ACU licence, drivers licence, bank card or similar as a deposit against the loan of a transponder.

All transponders must be returned at the end of the meeting and 50% of the hire fee will be handed back; anyone not returning the transponder at the end of the meeting will lose their £10 deposit. The timekeepers will then invoice riders who lose or fail to return a transponder, the replacement cost of which is £250.00.

### 3.6 START

The start will be a mass start with live engines.

Once a rider has taken his place at the start gate he cannot change it.

A rider is deemed to be under starters orders having been called to the start line, the starter will hold up the green flag from which moment the riders are under his control, until all riders are on the start line. When all the riders are on the start line, the starter will hold up a 15 second board for a full 15 seconds. At the end of the 15 seconds, he will hold up a 5 second board and the gate will drop between 5 and 10 seconds after the 5 second board is shown.

**Please Note-** For any class which has more than 40 riders **T**here will be a handicap start system. For classes where there are more than 60 riders at the start of the Qualifying session the following will apply. **Blocks One and Two** - The fastest 40 qualifiers from Timed Qualification will start on the front gate and there will be up to 20 riders who will start from gate two, approx 10 - 15 seconds after the start of the race. Gate two will be for the remaining riders after the top 40 have been seeded to gate one and for the riders who did not record a time in the Qualifying session. **Blocks three and four.** The top points scorers from blocks one and two will start from the front gate in positions from races one and two added together. This Handicap system will apply to all races with more than 40 riders.

### 3.7 FALSE STARTS

All false starts shall be indicated by waving a red flag. Riders will then return to the Waiting Zone.

### 3.8 STOPPING A RACE

Any part of the meeting can be prematurely stopped for urgent and/or safety reasons or other cases of "force majeure". In that case, a red flag will be displayed to the riders:

#### 3.8.1 Before 50%

Before 50% of the published race distance, excluding any additional laps, has elapsed

- If a race is stopped before 50% of the scheduled laps, there will be a complete restart. Riders will return to the waiting zone and await an official announcement. A restart will take place as soon as possible.
- Changing of motorcycles will be allowed in the waiting zone.
- If one or more riders are deemed to be at fault for the race being stopped, they may be disqualified from taking part in the restart.
- Reserve riders (if any) may take part in the restart of a race if one or more of the original starters are unable to take part or are disqualified.
- If there is more than one re start: if after 5 minutes and before 50% of the race has been completed it may be re-run at the discretion of the Clerk of the Course.
- In the event of the race not being run the results will be null and void.

#### 3.8.2 After 50%

After 50% of the published race distance, excluding any additional laps, has elapsed

- If a race is stopped after 50% of the race distance the result will be declared on the last completed lap.
- If a race has to be stopped after the leader(s) has taken the chequered flag they will be classified as having finished the race. The order of classification for those riders who have not taken the chequered flag shall be based upon the order of last crossing the finishing line prior to the showing of the red flag and only competitors who are racing at the showing of the red flag and have completed 75%, rounded down to the last full lap, of the overall race distance will be classified.

### 3.9 CLASSIFICATION AT THE END OF A RACE

The order of classification shall be based upon the number of laps completed and order of finish; i.e. all riders finishing on the same lap as the winner will be classified in the order they cross the finish line, followed by riders with one less lap, then two laps and so on.

### 3.10 POINTS

#### All classes

|                       |                       |
|-----------------------|-----------------------|
| 1 <sup>st</sup> – 1   | 11 <sup>th</sup> – 11 |
| 2 <sup>nd</sup> – 2   | 12 <sup>th</sup> – 12 |
| 3 <sup>rd</sup> – 3   | 13 <sup>th</sup> – 13 |
| 4 <sup>th</sup> – 4   | 14 <sup>th</sup> – 14 |
| 5 <sup>th</sup> – 5   | 15 <sup>th</sup> – 15 |
| 6 <sup>th</sup> – 6   | 16 <sup>th</sup> – 16 |
| 7 <sup>th</sup> – 7   | 17 <sup>th</sup> – 17 |
| 8 <sup>th</sup> – 8   | 18 <sup>th</sup> – 18 |
| 9 <sup>th</sup> – 9   | 19 <sup>th</sup> – 19 |
| 10 <sup>th</sup> – 10 | 20 <sup>th</sup> – 20 |

and so on down by one point increases to 60<sup>th</sup> who would receive 60 points.

### 3.11 TIES

If a tie occurs on the total number of points scored on the day, it will be resolved on the highest place in the last race.

### 3.12 OVERALL WINNERS ON THE DAY

The overall class winner on the day will be decided on the lowest number of points over the day's races.

### 3.13 WINNERS PRESENTATION

There will be a presentation of the top three riders overall in each class.

## **4. General**

### 4.1 PASSES

Each rider will be issued with 1 rider pass and 1 mechanic pass, any extra members must pay the standard weekend admission fee.

### 4.2 TEAM MANAGERS – Evo and MXdN Twinshock Team Entries

There will be a meeting for all Team Managers in the main marquee at 6.15pm on Friday 7th September. Each Team Manager will receive 1 Team Manager Pass which will gain entrance to the Work Area.

### 4.3 PADDOCK

Each rider will be permitted one vehicle in their designated Paddock . All other vehicles will need to be parked in the “B” Park area.

Absolutely no riding in the paddock area. There is no Test Track anywhere at the venue.

If riders and mechanics wish to park together it is advisable that you arrive together. The organisers reserve the right to park Riders and Team Members at their discretion.