



**REGULATION MANCHE OF THE FRENCH CHAMPIONSHIP SPEED OF SEURRE
ORDINARY INTERNATIONAL F2000/F2
NATIONALS SERIES
S3 ENDURANCE**

AUGUST 26th - 27th, 2017

PRE-ROLL AND REGULATION OF RACES

NAUTICAL SEURROISE and ASPROMO, organizes August 26th and 27th, 2017, a sleeve of the French championship motorboat racing, placed under the aegis of her FFM, and of the UIM, on the Saône at SEURRE.

This National race will take place in accordance with the prescriptions of the regulation of the French championship of speed any categories. All the competitors make a commitment to submit themselves to it by the fact of their registration. The races of the French championship F2000, are opened to F2 classified in International ordinary.

Article 1 - right of commitment :

For all the categories the right of commitment is **50 €** by boat and by race. The request of commitment must be made with the document supplied by the Committee of Organization.

It must have reached before **AUGUST 1ST, 2017**, at the following address :

**ASPROMO
20, rue Paul GAUGUIN
34320 ROUJAN**

**☎ : 04 30 72 66 87 - 📞 06 09 42 31 23
Courriel : aspromo71@gmail.com**

Article 2 - RECEPTION UPON THE ARRIVAL OF THE DRIVERS :

An office of reception of the drivers will be installed under a tent near the park with boats situated in the « Camping de la Plage » route de Seurre 21250 SEURRE.

The access of the camping and the park for boats is regulated. Only the carriers of pass vehicles delivered by the secretariat chase can reach it. The camping is free for all equipages. Showers and sanitary installations will be at your disposal in the camping.

For the comfort of all respect sanitary installations

Space in paddock

Every team has to respect the space which is attributed to him, and to respect the rules of the « Camping de la Plage ».

Every space will have to be to leave clean Sunday evening, or Monday morning, before leaving. Your waste will have been deposited in the containers of selective sorting of the camping. Any negligence in this rule will be liable to a 100-€ penalty.

Only vehicles towing one or several boats, and the technical vehicles, will be admitted in the paddock. The access to the paddock and to the camping being regulated, the organizers decline any responsibilities in the event of an accident.

It is formally forbidden to :

- **Smoke in the zone of the paddock of the camping,**
- **To use a barbecue with flames unless 20 meters of the structures of teams,**

At the risk of immediate exclusion from the paddock

Article 3 - REGISTRATION IN THE SECRETARIAT AND TECHNICALS CONTROLS :

The registrations will begin on Friday, **August 25th from 2:00 pm to 7:00 pm**. All the documents of access will be handed to you during your passage in the secretariat.

The following documents must be presented to the registration in the secretariat before check of boats by technicals and security commissioners :

- license of one or several drivers in court of validity, **Minimum age required 16 years,**
- license for the assistants (price 72 hours = 35 € or 60 € for an annual)
- authorization of exit of territory by their federation for the foreign drivers,
- check of the cover insurance : the driver has to justify clearly a cover civil liability, minimum of 8 000 000 €. On this side he has to settle a payable 90€ additional insurance in the registration. A receipt will be delivered to him indicating the covered guarantees : INSURANCE CONTRACT RC - CENTRED France IARD
- Presentation of the original licences (sea and river) for the French drivers. **(Photocopies will not be admitted),**
- Turtle test of current validity,
- Index card of ratification of the engine,
- Certificate of registration of the ship.
- Pad of capacity.

The dress code for race is mandatory :

- life jacket (art. 509-04)
- a helmet (art. 205-07) of orange color
- ankle boots are mandatory and have to be in accordance with the standards U.I.M.

The drivers who will not have satisfied the controls will not be admitted running.

Controls of alcohol level and anti-doping :

- during the event, every driver, quite member of a racing stable, can be subjected to controls anti-alcohol at any time. In case of refusal or of positive control, this one will immediately be excluded from the race.
- the dope test will be made under control of anti-doping commissioner appointed by the Ministry of Sports, and the positive results will be subjected to the committee of anti-doping discipline for the statutory deadlines, which will impose the planned disciplinary measures.

Article 4 - BRIEFING FOR DRIVERS AND MEN RADIOS MANDATORY :

The briefing for the drivers is mandatory, chaired by Mr Gilles GUIGNARD, Director of the race, it will take place in the presence of the Commissioners indicated by the FFM, on Saturday, August 26th from 8:00 am to 8:30 am, under the tent briefing near the paddock. The schedule of the various events will be communicated.

An attendance sheet will be established with annotating of the drivers and the men radios. Because of absence, or because of departure anticipated before the end of the briefing, a fixed 150-€ fine will have to be paid before the departure, in case of not payment, the incriminated driver will not be authorized to participate at the race. After regulation of the fine he will have to attend an individual briefing, a term of which he will be authorized to participate at the race.

See as attachment the timetable of schedules.

Article 5 – SECURITY’S BRIEFING :

A briefing of security, for all the concerned members, will take place on Saturday, August 26th at 7:30 am, chaired by Mr Jean Luc DURAND, sécurité manager on the water, in the presence of Mr Gilles GUIGNARD, Director of the race.

Article 6 - TECHNICALS CONTROLS :

A technical control will be made for every day of race.

Any change of the engine block, occurring after the timed trials, will pull :

- A new control,
- An investment in bottom of railing of its category,
- The radio link Team Manager → Pilot is mandatory, a control of functioning will be made. The index card of declaration of frequency will be to produce with the technicals commissioners,
- The dress code for race is mandatory :
 - life jacket (art. 509-04)
 - a helmet (art. 205-07) of orange color
 - ankle boots are mandatory and have to be in accordance with the standards U.I.M.

The pilots who will not have satisfied the controls will not be admitted running.

Article 7 - CIRCUIT :

The circuit is for 1700 meter, bounded by five buoys, more marking buoys with rotation anticlockwise, see plan in appendix.

The number of laps is fixed in :

- National series 15 laps
- F2000/F2 38 laps
- S3 endurance 2 hours

Article 8 - BEND AND BOARDING OF MARKS OF COURSE :

The buoys of bend must be double and corresponding to the regulation UIM (2 counterweights for separating every buoy of bend, the biggest straight line which can not exceed 850 meters) the first buoy that must be necessarily situated in at least 300 meters of the pontoon of departure.

If a mark of course is moved, damaged, or destroyed, during free trials, timed and/or during the race, various penalties will be applied, according to detail below :

➤ **SPORTS PENALTIES**

- A touched mark of course : **no penalty**,
- A mark of course, moved, damaged or destroyed during the race : **1 laps of penalty**,
- A mark of course, moved, damaged or destroyed during the timed tries : **end of these tries for the incriminated driver**,
- The second mark of course, moved, damaged or destroyed during the race, resulting in a stop of the race : **disqualification of the incriminated driver**,
- The second mark of course, moved, damaged or destroyed during the race, resulting in a stop of the timed tries : **the responsible driver will be excluded from this trial session, and positioned in the last place of the starting grid**,
- A mark of course missed : **1 lap of penalty**
- If a driver misses a mark of course : **he has to pursue his road and will be penalized by a lap. He does not have to try to take back this mark of course, at the risk of disqualification**

➤ **FINANCIAL PENALTIES**

- Any damaged or destroyed buoy (Ex : clips grubbed, etc...) will be the object of a financial penalty, fixed in the regulation of the organizer : either **300 €** by damaged or destroyed buoy,
- A check of pledge **300-€** will be tabled for that purpose, during the registration of the driver in the secretariat of the race,
- This check will be restored if no incident was indicated,
- Should the opposite occur, the ASPROMO will collect the 300-€ pledge by buoy and will request the driver for the immediate additional payment, according to the number of buoys concerned beyond the first one,

➤ **2 COLORS OF BUOYS OF BEND**

- ORANGE : to the left
- YELLOW : to the right marking buoys

All the boats of safety will be provided with a yellow flag and with a red flag. Any boat wishing to go to the paddock will have to plan its clearance without hampering the race.

Any boat which returns on the circuit owes the priority to those still in race.

Article 9 – LAUNCHED :

The launch and the retreat of boats will be assured by 2 cranes. Only boats provided with the sticker of conformity with the technical sans safety controls can be launched.

They must be provided with belts in the standards UIM with a date of validity in the course of function of the mass of the boat in colors correspondent (purple kg = 1000 kg - green = 2000 kg - yellow 3000 kg).

It is forbidden to crane boats, with one or several persons on board.

Launches will be made under the only responsibility of the drivers.

No appeal can take place against the organizers, against the crane driver and against the city of Seurre.

Pontoons and / or departure pontoons are reserved exclusively for drivers, and mechanics wearing the bracelet justifying their adhesion to the insurance cover. They are strictly forbidden to children under 14, even accompanied by an adult.

Article 10 - TRIALS :

- **Free trials** : according to the time card.
- **Timed trials**

Timed trials, lasting between 30 minutes and 45 minutes in total, will take place in two parts.

In case of constraint of time of availability of the waterbody the time of the trials will be adapted to the local obligations.

RECALL :

The **12 timed laps** made, the boat must exit the circuit. After **15 laps**, the driver must pay a fine of **150 €**, and **place himself at the end of the starting grid in his category**.

In case of impossibility to proceed to the timed trials, the starting grid of the first race will be established according to the temporary classification of the French championship.

Article 11 - Procedure of departure, in compliance with the regulation :

Commissioner Général gives the order to the employee to raise successively various panels of minimal dimensions 80 x 80, with numbers of 60 x 10 :

- Panel 30 seconds
- At the end of 30 seconds The red light will be switched on
- After 5 to 12 seconds The extinction of the red light
- Departure of the race

The drivers who start their engine during the last 30 seconds before the departure are disqualified,

The drivers who start their engine, or leave the pontoon, **when the red light is lit up, lose a lap**,

This lap will be deducted at the end from the race,

The drivers making turn their vacuous engine, just before the extinction of the red light, lose a lap,

The position of lights will be specified on the plan, and specified during the briefing of the drivers,

Pole position on the pontoon of departure corresponds to the shortest distance up to the first buoy of bend,

The starting grid of every race will be established according to the timed trials,

The new drivers of every category will leave with 5 seconds of gap for them first two races,

Article 12 - STOP OF RACE AND NEW START :

- **Application of the regulation of the French championship of speed ART. XIV**
- **Procedure yellow flag : regulation FFM Art XXV.**

By stoped race, we understand a race interrupted after the departure, by the only decision of Commissioner Général and/or Commissioner Sport.

A red flag as well as red rockets will be used to provoke a stop of race : either for reasons of force majeure, or to indicate that the limit of the duration of race was exceeded. The race can be begun again only once, or the pace-boat will neutralize the race and will take care of the management of the boats which will necessarily have to follow him by keeping their respective position of race (it is forbident to pass infront of a competitor, you expose you to one lap of penalty) up to the retreat of the paceboat, and the reduction in its yellow flag.

A boat out of order, or uneven, is priority for the crane.

Article 13 - STOP FOR A BOAT :

The boat will have to necessarily, on production of the black flag associated with its number of race showned on a panel, go immediatly in the technical zone defined in the briefing for a its conformity under the control of technical commissioner FFM.

The third passage under black flag will pull the penalty of 1 lap.

Every objector will not be any more recorded by his laps and will expose himself to a penalty.

Article 14 - END OF THE RACE :

The drivers having ended their race have the obligation to withdraw from the circuit without cutting it, and without hampering the other boats still in competition. The end of race is indicated by the checkered flag shaken to the PC timing. A driver who ended the race and who cuts the circuit **will be disqualified**, and will not score of points.

Article 15 - NUMBER OF RACE :

The number of race will have to be in accordance with the article (206.02). It must be painted in black on white bottom, as well as under the boat, in front of the tunnel.

The not corresponding numbers will be indicated to the driver, no complaint on the

classification will be accepted by the Jury for boats in the not corresponding indicated numbers.

Article 16 - REPAIRS :

The repairs are made on the paddock.

If certain repairs can be made only outside the park closed, they can be authorized under control of commissioner Technique.

After the operations of repair, boats leaving the park will have to leave the priority with the arriving boats.

No repair under cranes.

Any breach will be sanctioned by a penalty of a lap.

Article 17 - SAFETY BOATS :

The safety boats and towing are equipped with a yellow flag and with a red. The towing of a competitor by a third pull the disqualification. The boats of supervision drag boats in trouble towards banks, while waiting for the end of the race, or the trial session. The towing in the park "out of the race" can be made only after the end of the race, or the trial session.

In case of wreck, the expenses of refloating will be chargeable to the owner of the boat and on no account the responsibility of the organizers NAUTICAL SEURROISE and ASPROMO will be committed.

Article 18 - CODE SIGNALS (flags) :

- **GREEN** Procedure of the departure or free circuit.
- **YELLOW** Danger on the circuit
- **RED** General stop of the race (+ red rockets)
- **BLACK** Stop for the driver for whom the signal is intended
(number of the boat indicated on a picture (board)).
- **BLACK AND WHITE CHECKERBOARD** Arrival

Article 19 – CLASSIFICATION :

The classification of the race, by category, is made on the boat of head having covered the number of planned tours. The following boats are classified in the order of arrival by taking into account the number of laps, provided that this number of laps is equal at least to 70 % of that of the winner of its category, and provided that the boat crossed the finishing line.

In case of stop of the race, if the first boat achieved 70 % of laps, there will be again no departure, points being acquired. If the first boat did not achieve 70 % of the planned laps, several departures can be given, according to the decision of Commissioner Général, up to 70 % from laps planned, for the number of laps remaining to run, less one. Only the drivers in race in the lap preceding the stop can restart.

Ban to provide.

The classification will be established on the accumulation laps / time. The starting grid will be the one of the lap preceding the stop of race (remaining number of laps round off in the upper number of laps)

Ban to make of the mechanics (with use of a tool) for the pontoon of departure of provisioning, and of launch.

If after these new departures the number of accomplished tours corresponds in:
Until 70% : 50 % of points will be attributed(awarded)
More than 70% : : 100 % of points will be attributed(awarded)

Article 20 - ALLOCATION OF POINTS :

The allocation of points, by race, will be made according to the regulation :

20 - 17 - 15 - 13 - 11 10 - 9 - 8 - 7 - 6 - 5 - 4 - 3 - 2 - 1

Article 21 - RESULTS :

They will be proclaimed on Sunday, August 28th, 2017 in the neighborhood of 5:30 pm. The discount of cups will be done on site towards the VIP on Sundays at 5:30 pm.

The drivers will necessarily have to appear in holding of race on the podium otherwise the access to the podium will be refused to them.

Article 22 - COMPLAINTS :

It is necessary to call back that only the drivers and teams managers are authorized to deposit a complaint.

Of even only the drivers and teams concerned managers are authorized to ask for explanations on a complaint or a penalty.

Procedure of deposit of complaint at the end of regulation.

Article 23 - COMMITTEE OF RACE AND JURY :_

The Committee of race will be established according to the article 201.01 of the regulation U.I.M.

All the races are under control of clubs co-organizers? who have to name a Steering committee which organizes, oversees and decides which competitors are accepted or not.

JURY

He deliberates according to the regulations of all the problems which are subjected to him. The jury will be constituted by the steering committee. He will be placed under the authority of foreman of the jury.

The sport commissioner of the F.F.M is member of the jury. The names of his members will be showned in the secretariat of the race.

Two members of the same family cannot be in the jury.

Article 24 - SUSTAINABLE DEVELOPMENT :

All the used oil will have to be for the EURO standards 08, and teams has to have a collecting cup, or an absorbing carpet (80 x 80 mini).

The grinding of engines must be made in the disk and with a silencer, after agreement of Commissioner Général, and Technical Commissioner of the FFM.

The silencer will be compulsory during all the duration of the races.

Trash cans for the selective sorting will be available in the camping.

Article 25 - OTHER POINTS OF THE REGULATION :

For all the points not approached on this regulation, to refer to the current regulation UIM and FFM in 2016.

Article 26 - VARIOUS :

➤ STRAIGHT AHEAD OF IMAGE :

Every participant authorizes the organizers of this demonstration, as well as their legal successor, such as the partners and the media to use the fixed or audiovisual images on which he could appear, taken on the occasion of his participation in this event, on any supports including the promotional and/or advertising documents for the longest statutory duration.

The Organizing Committee reserves the right to modify the present regulation as well as program, if circumstances independent from his will imposed to him in particular to cancel purely and simply the event, if the weather conditions did not allow, its progress in satisfactory conditions of security, or if the expected financial comebacks did not allow him to realize this event calmly.

Article 27 - ANNEXED DOCUMENTS :

- Schedule
- committee of race

Article 28 - LODGING / FOOD SERVICES :

All the participating equipages will benefit from the free camping.

For hotels nearby or gites (cottages) check with :

Office de Tourisme Rives de Saône
13 rue Bossuet - 21250 Seurre
☎ 03.80.21.09.11

Seurre@saone-tourisme.fr

REGISTRATION : ASPROMO – 20, RUE PAUL GAUGUIN 34320 ROUJAN

📞 : 06 09 42 31 23 / 📠 04 30 72 66 87

[courriel : aspromo71@gmail.com](mailto:aspromo71@gmail.com)

PROCEDURE OF DEPÔT OF COMPLAINT

In case of necessity, only a driver, or his team manager, is authorized to deposit a complaint, for the race in which he participated.

A complaint can be deposited on the results of a sleeve or a race, a decision of the committee of race, or still against another competitor. A complaint relative to the conformity of an engine must be put deposited before the first briefing's drivers, otherwise it will not be acceptable. Unless the agent of the complaint can prove that the facts were not communicated with him before the briefing. In this case, and only in this case, the complaint can be taken into account till one hour after the briefing.

A complaint must be established, as possible, on a federal official document, supplied by the sport commissioner of the event. In case of force majeure (no document) this complaint can be made on pure paper, specifying the name of the agent, the motive, the hour and the maximum of details, possibly matched by a sketch, and the name of witness if there is.

This complaint must be signed by disputing it, and accompanied with a check payable to the FFM, to the amount of 380 € for a problem relative to a driving problem,, or of 80 € for any other complaint.

This complaint once shapes, must be put deposited with the sport commissioner of the event, who after check of the admissibility, will have to register the hour of reception, sign it and transmit it to Commissioner Général of the event who, in his turn, will have to proceed to the same formalities.

The jury will then be convened to study this complaint.

At the end of this assembly, the decision of the jury must be notified to the plaintiff, in writing, within maximum half an hour which follows this meeting, by reminding him his right of appeal of this decision, the notification must be showned on the official board of the competition, and a copy must be transmitted to the Sport Commissionner who will contact him to the report.

To note however that the appeal is not suspensive and that any decision, pronounced by the jury, can be disputed only by the advice of appeal, which will meet later in the places of the FFM during the adequate committee (sports or technical). The amount of deposit of an appeal is fixed to 1 500€.

A appeal against a decision of the jury must be officially notified in 10 days maximum following the end of the event, by mail with acknowledgement of receipt sent to the FFM, accompanied with a 1 500-€ check.

Any sports complaint must be deposited at the most one hour after the posting of the results on the official panel (timeds trails, sleeve or race)

Any complaint of a driver to another driver must be deposited at the most ½ the hour after the arrival of the sleeve or the race, to leave to the incriminated driver the right of appeal of the decision of the jury.