



## Général régulation



### **Article I : Présentation**

Ton Up features a friendly meeting, dedicated to pre-1985 British bikes fans, on the 21st and 22nd of June 2013 on the Lurcy Levis private circuit. Racing is totally out of question and the event excludes any competition mind. This week end is reserved for the demonstrations of registered vehicles. The aim of this event is to promote the use and knowledge of these particular bikes and the track-discovery and practising. Any timing will be forbidden.

### **Article 2 : Organisation**

Ton Up is organised by the Association (1901 law) « Ton Up ». Riders and visitors are requested to a strict respect of the instructions given by the organisers, inside the paddocks and on the track. Dogs, even in a lead, are not allowed into the circuit area.

### **Article 3 : Vehicles regulations and registrations**

These demonstrations give the participators the possibility to enjoy the circuit. Once booked in, registration is firm and funds cannot be paid back, even in case of a defection from the participator.

Every pre-1985 touring or racing British motorcycle owner is eligible for this meeting. Italian bikes before 1980 without belt. Once signed and posted, the registration form signifies acceptance of the regulation without caution by the participator and the following of the instructions given by the organisers.

As track tickets are in limited number, the organiser is in right to discard registration forms, and to reject the registration of vehicles not corresponding to the spirit of the event, without justification (authenticity of the bike, etc...)

### **Article 4: Parades**

The owners of registered bikes are compelled to hold a valid driver licence for the dedicated vehicle. They should display this document and their bike insurance licence to the organisers.

It will be given to all the participators the possibility to ride on the Lurcy Levis circuit, on his own vehicle and after registration. A scrutining session will be scheduled by the organisation, with running engine and vehicles not conform to the safety regulations (exhaust, brakes, stands, steering, major leaks...) will be discarded.

### **Article 5: Sessions**

The bikes will be gathered into series or categories:

- Track beginners
- Trained riders
- Experts.
- Old italians bikes

### **Article 6: Track access, managing and behaviour.**

Track access will be allowed by the organiser, after a pre-grid placement, all vehicles entering the track series by series. Track access is forbidden for the accompanists, the public and also to any breakdown vehicle, except organisation breakdown lorry. Each participator should wear a confirmed crash helmet, a complete leather dress, gloves and leather boots.

Any competition is strictly forbidden on the track. The riders behaviour should respect this mind. Everybody should be careful from the rear, be speed self conscious and watch the speed differences of the machines and the various rhythms of all the riders, beginners or well trained.

Taking care about the flags presented by the track personal is compulsory.

The organiser holds the right to immediately exclude a dangerous rider without a warning.

### **Article 7: Insurance**

The organisers make known they subscribed an insurance policy for warranty in case of accidents, fire or explosion occurring during the event, the financial consequences of the civil liability being incumbent to the organisers and participators, following physical injuries or damages caused to spectators, third parties or to the riders themselves. This policy also warrants their civil liability against individuals acting as marshals or taking part to the organisation and to those who control the trial.

The event is therefore warranted conforming to the legal regulations. The organiser binds all the riders to contract the personal insurance policy. This policy warrant assistance to rider and machine, a 10 000€ death capital and a 10 000 € disability capital in case of an incident on the circuit.

### **Article 8: Damage and theft**

The organisers decline any responsibility for damages or thefts occurring on stationary vehicles or on every displayed item, during the event.

### **Article 9: Publicity and claiming**

The organisers are free to sign contracts with freely chosen partners if they feel it useful, and to make publicity everywhere they want to, including on a plate secured on the participators vehicles.

No claim will be received, considering the kindly and friendly mind of this event. Each participator undertakes to respect without caution the articles of the present regulation and the instructions given by the organisation.

### **Article 10: Responsibility and Behaviour**

The organisers would make answerable the involved participators in case of litigation or accident, if on the track or in the circuit area. It is imperative for the participators to have subscribed a civil responsibility insurance policy. This regulation subscription implicate the organisers cannot be prosecuted in case of thefts or accident during these two days. The organisers consider the participators are all adults and responsible and in no case will the Ton-Up be a pretext for bad behaviours (procedures carried out to recover funds...). The participator will discard any prosecuting the organisation as himself or his president as a proper person in

case of problem during the demonstration.

**Article11: Image protection**

Every publication or photography featuring the Ton Up should be laid a request before the organisers who reserve the right to accept or refuse. On the other hand, the Ton Up trademark has copyright reserved at the INPI, the use or copy will take legal action against all the offenders.

**Date :**

**Signature :**



(Mention « Approved and signed »)  
Ton-up, 10 rue Paul Emile Victor, La Rochelle, FRANCE  
Tél/fax : 00 33 5 46 27 30 26  
bleumarine.s@wanadoo.fr  
<http://ton-up.overblog.com>

