



2016 ABU DHABI DESERT CHALLENGE

First Round of the

**2016 FIM CROSS-COUNTRY RALLIES WORLD
CHAMPIONSHIP**

**SUPPLEMENTARY REGULATIONS FOR MOTORCYCLES,
QUADS AND ASSISTANCE VEHICLES**

1. PUBLICATION

The Automobile & Touring Club of the UAE (ATCUAE) is organising the 1st round of the 2016 FIM Cross Country Rallies World Championship on behalf of the UAE Motorcycle Club (UAEMC). The event will take place in accordance with the relevant legal and administrative requirements of the host country/ies and the relevant FIM documents , including but not limited to the FIM Sporting Code, the applicable FIM Technical Regulations, the FIM Medical, Anti-Doping and Environmental Codes, the FIM Disciplinary and Arbitration Code, the FIM Code of Ethics and the Sporting and Technical Regulations of the FIM Cross Country Rallies World Championship and the Appendices thereto, as well as the present Supplementary Regulations and any rules and regulations adopted by the FIM International Jury.

The present Supplementary Regulations may not be in contradiction with the FIM Rules and Codes, including but not limited to the Sporting and Technical Rules applicable to the discipline. In the case of a divergence or conflict between these Regulations and any of the applicable FIM Rules and Codes, the latter shall prevail.

FIM Approval: IMN No(s) 801/01, 810/01, 811/01 and 812/01

FIM Approval: ATC/UAE -2016 - 015

In case of divergence or conflict of interpretation between the English and French versions, the English text shall prevail. The approved Supplementary Regulations must be published, at least in English, on the FIM website and on the site of the Organiser.

In any matter not covered by the FIM Cross Country Rallies World Championship Regulations or by these Supplementary Regulations, the FIM International Jury shall decide *ex aequo et bono*.

All additional provisions of a technical or organisational nature not contained in these Supplementary Regulations will be announced by means of a numbered, dated and signed addendum. Such addenda will form an integral part of the Supplementary Regulations and shall be posted on the official notice board of the Rally. They will also be communicated during the riders' briefing and the riders will be notified in the shortest time practicable.

2. ACCESS

Nearest airport: Abu Dhabi International Airport, AUH

Nearest town: Abu Dhabi City

3. ORGANISING COMMITTEE

Chairman: Mohammed Ben Sulayem
 Members: Stuart Murray
 Ronan Morgan
 John Spiller
 Adel Kassim Sarris
 Cesar Abou Chacra
 Marc Ducrocq

4. ADDRESS OF THE PERMANENT SECRETARIAT

Abu Dhabi Desert Challenge – Automobile & Touring Club of the UAE (ATCUAE)


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 Dubai, United Arab Emirates

Tel: +971 4 2961122
 Fax: +971 4 296 1133

E-mail: stuart@atcuae.ae

www.abudhabidesertchallenge.com

5. LIST OF OFFICIALS

OFFICE	NAME	LICENCE N°
FIM Jury President	Jose Rita	FIM
1st Jury Member, FIM	Jean Francois Wulveryck	FIM
2nd Jury Member, FMNR	Saeed Al Marzooqi	FIM 8584
Clerk of the Course	Marc Ducrocq	FIM
	Super Licence :	FIM
FIM Technical Delegate	Izak Santej	FIM
FMNR Technical Steward	Lazarin Jotev	FIM 8592
Chief Medical Officer	Dr. Sean Petherbridge	FIM 8486
Environmental Steward	Cesar Abou Chacra	FIM 9104
Chief Timekeeper	Wolfgang Schindele	FIM 10736
Chief Tracking Officer	Wolfgang Schindele	FIM 10736
Chief GPS Officer	TBD	FIM
Competitor Relations Officer (CRO)	Marie Hervagault	

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Event Secretary	Marc Roissetter	
Press Officer/Head of Media	Tony Lewis	

6. EVENT PROGRAMME

6.1 Date of registration opening

- Sunday 17th January 2016

6.2 Date of registration closing

- Saturday 19th March 2016

6.3 Date of publication of entry lists

- Monday 21st March 2016

6.4 Opening of the Press room and Accreditation centre

- Place: Rally HQ, Yas Marina Circuit , Support Pits
- Time: Thursday 31st March 2016 , 09:00-18:00

6.5 Administrative Control and collection of Equipment and Documents

- Place: Rally HQ, Yas Marina Circuit , Support Pits
- Time: Thursday 31st March 2016 , 09:00-18:00

6.6 Preliminary Technical Inspection

- Place: Yas Marina Circuit , Support Pits
- Time: Friday 1st April 2016 , 08:00-17:00

6.7 Press Conference before the Start

- Place: Media Centre, Yas Marina Circuit
- Time: Thursday 31st March 2016 , 11:30

6.8 1st meeting of the FIM International Jury

- Place: FIM Stewards Room , Yas Marina Circuit, Support Pits
- Time: Friday 1st April 2016 , 18:30

6.9 Publication of the Start list of the Super Special (SSS)

- Place: Rally HQ, Yas Marina Circuit , Support Pits
- Time: Saturday 2nd April 2016 , 10:00

6.10 Riders' Briefing

- Place: Media Centre, Yas Marina Circuit
- Time: Saturday 2nd April 2016 , 11:00

6.11 Super Special

- Place: TBC
- Time: Saturday 2nd April 2016, 15:00

6.12 Delivery of Road Book, Stage 1

- Place: Finish of Super Special Stage
- Time: Saturday 2nd April 2016, 16:00

6.13 Schedule of Stages and Competitors' Briefings

Day	Date	Action	Time	Place
Saturday	April 2 nd	Publ. Authorized Start List	10:00	Rally HQ
		Competitors Briefing	11:00	Rally HQ
		S/Special Stage "Parc" open	14:00	TBC
		Super Special Stage (Leg 1) Start	15:00	TBC
		Road book Leg 2 – Issue	16:00	Super Special
		Leg 2 Start List - publ.	20:00	Rally HQ
Sunday	April 3 rd	Leg 2: Abu Dhabi: Qasr al Sarab		
		Leg 2 ProvClass/Leg 3 St List	21:00	Bivouac
Monday	April 4 th	Leg 3: Qasr al Sarab: Qasr al Sarab		
		Leg 3 ProvClass/Leg 4 St List	21:00	Bivouac
Tuesday	April 5 th	Leg 4: Qasr al Sarab: Qasr al Sarab		

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		Leg 4 ProvClass/Leg 5 St List	21:00	Bivouac
Wednesday	April 6 th	Leg 5: Qasr al Sarab: Qasr al Sarab		
		Leg 5 ProvClass/Leg 6 St List	21:00	Bivouac
Thursday	April 7 th	Leg 6: Qasr al Sarab – Abu Dhabi		
			From	
		Final Scrutineering	15:00	RALLY HQ
		Final Stewards meeting	17:30	
		Provisional Classification	18:00	RALLY HQ
		Final Classification	18:30	RALLY HQ
	Prize Giving	20:00	Yas Marina Circuit	

6.14 Finish of the Rally

- Place: Yas Marina Circuit
- Time: Thursday 7th April 2016 , 16:30

6.15 Final Technical Inspection

- Place: Support Pits , Yas Marina Circuit
- Time: Thursday 7th April 2016 , 15:00

6.16 Final meeting of the FIM International Jury

- Place: FIM Stewards Room, Support Pits, Yas Marina Circuit
- Time: Thursday 7th April 2016 , 17:00

6.17 Publication of the Provisional Final Classification

- Place: Rally HQ, Yas Marina Circuit
- Time: Thursday 7th April 2016 , 17:30

6.18 Publication of the Official Final Classification

- Place: Rally HQ, Yas Marina Circuit
- Time: Thursday 7th April 2016 , 18:00

6.19 Prize Giving Ceremony

- Place: Yas Marina Circuit
- Time: Thursday 7th April 2016 , 20:00

6.20 Official Notice Board

Thursday 31 st March, 09:00 to Saturday 2 nd April 2016, 22:00	Rally HQ,
Sunday 3rd April, 12:00 to Thursday 7th April, 2016, 08:00	Rally Bivouac, Liwa
Thursday 7th April, 08:00 to Friday 8th April 2016, 18:00	Rally HQ,

7. RIDERS

7.1 ENTRY CONDITIONS FOR THE RIDERS

- The Organising Committee reserves the right to refuse the entry of a rider, without having to give the reasons of this refusal.
- To be registered in Abu Dhabi Desert Challenge 2016, any person over 18 years, from any country, must hold an **FIM Cross-Country Rallies World Championship licence** released by his own National Federation in accordance with art. 70.2.1 of the FIM Sporting Code and Art. 09.1 of the FIM Medical Code. To obtain this licence from his national federation, the rider must undergo and pass successfully an echocardiogram, once in his lifetime and an exercise tolerance test (ECG) valid for three years.
- A valid Starting Permission from his national federation to enter specifically this event, if the rider has an annual licence. If the rider has a 'one event' licence, this licence is sufficient without a Starting Permission.
- The rider must hold a driving license corresponding to the capacity of his motorcycle. Any copy or statement of loss or theft of the previously mentioned documents will not be accepted, as it does not legally substitute the possession of a driving license conforming to the capacity of the motorcycle.
- The maximum number of motorcycles accepted is 100.
- Any rider who is replaced by another one on his motorcycle during the race will be excluded from it, as well as the motorcycle of this last mentioned driver.
- The Rider is responsible of the behavior of his mechanics, his assistants, his manager, his press staff and any infringement to the regulations will be borne by the Rider.
- The rider enters the 2016 Abu Dhabi Desert Challenge at his own risk, being fully aware of the danger associated with the event. For this reason, the rider relieves

the Organiser, the FMNR and the FIM from any penal and/or civil responsibility in case of physical and/or material damages incurred as a result of his participation in the event.

7.2 ENTRIES

Any person wishing to take part in the 2016 Abu Dhabi Desert Challenge must send to the Secretariat the signed entry application along with the authorization from their FMN and accompanied by the amount of the entry fee that will be increased by 50% for the riders not accepting the optional advertising of the Organisers. The entry fee is valid to 23:59 on the 9th March after which 20% will be added until the closing date of the 19th March.

Up to the time of the Controls, the rider shall be free to replace the motorcycle entered. If a motorcycle does not correspond, in its configuration when presented for the technical Controls for Scrutineering, to its entry category, the motorcycle concerned may, on a proposal by the Technical Stewards, be transferred by the International Jury to another category.

The entry fee will be fully reimbursed:

- a) To applicants whose entry has been refused;
- b) In the event that the Rally is cancelled.

Team Entries

Team entries must be composed of motorcycle and riders whose individual entries have been accepted.

Each team may consist of a maximum of 5 motorcycles and a minimum of 3. The performance of the best 3 motorcycles will count for the final results. No motorcycle may be included in more than one team eligible for the same award.

Each club, ecurie, manufacturer (represented by his Agent or Distributor in the UAE), may enter more than one team for the corresponding award, but for each award the same competitor may only be part of one team.

Motorcycles included in a make team may not necessarily have been individually entered by the same entrant. In such a case the written approval of the individual entrant must be produced. They must however, be of the same make but not necessarily of the same model or type.

7.3 ENTRY FORMS

See <http://www.abudhabidesertchallenge.com/entry-forms-2016>

Service Vehicle and Service Crews need to be registered.

7.4 ENTRY FEES

Item	UAE	GCC	Overseas
Tracking and Timing (Sporttraxx)	✓	✓	✓
GPS and Sentinel (ERTF)	X	X	X
Public Liability Insurance			
3rd Party (off Highway) Insurance	✓	✓	✓
Repatriation Insurance	X	✓	✓
3rd Party (on Highway) Insurance	X	X	✓
Gala Dinner Ticket	1	1	1
Bivouac catering and accommodation	1	1	1
FIM Single Event Licence	✓	X	X
Merchandise	1	1	1
Fuel	✓	✓	✓
Entry Fee (AED)	8300	9300	13800
<i>Entry Fee (USD)</i>	<i>2260</i>	<i>2530</i>	<i>3760</i>

7.5 ASSISTANCE ENTRY FEES

See Rally Guide.

7.6 TRANSPORT

Organiser's trucks will transport a box containing spare parts, special equipment, two tyres and wheels for each competitor. This will be carried from the Rally HQ (Yas Marina Circuit in front of Garage #1) to the bivouac site in the evening of Saturday 2nd April and back to Rally HQ at the end of the day on Thursday 7th April.

The trucks will also carry toolboxes, wheels and tyres. Competitors should bring their own metal box (max dimension: 80cm x 45cm x 35cm height) identified with their competitor Number. The maximum weight allowed is 60 kg.

7.7 PAYMENT

Note, for competitors to qualify for the UAE & GCC rates for the Entry Fees, the rider must hold a current Residence Visa of the UAE or another GCC country, of at least six

months validity, i.e. the Residence Visa must be current and have been valid as of 1st November 2016, and the bike/quad must be registered in that country. ie. A UAE based rider on a British registered bike is NOT eligible for the UAE rate.

Bank Transfer

Account Name: **Mohammed Ben Sulayem UAE Desert Challenge**
Account Number: 1012002872503
Bank Name: Emirates NBD
Branch: Main branch
Address: P. O. Box 777, Dubai, United Arab Emirates
Swift Code: EBILAEAD
IBAN: AE750260001012002872503

Please complete and return the payment summary form by fax or send by email a copy of the bank transfer form for reference and reconciliation purposes (+971 4 2961133). The registration form will only be accepted if accompanied by the correct entry fees.

7.8 ENTRY REFUSAL – WITHDRAWAL – NO SHOW

The Organising Committee reserves the right to refuse the admission of a rider without explanation. In that case the entry fees will be reimbursed.

7.9 CANCELLATION OR RESCHEDULING OF THE EVENT

The entry fees will be reimbursed in case the event is cancelled.

8. CLASSES

8.1 The compulsory FIM classes are the following:

- Category 1: 450cc World Championship
- Category 2: Quads World cup
- Category 3: Women’s World Cup
- Category 4: Junior World Cup

8.2 In addition, the following classes will be staged by the Organiser:

- Over 450 Class which will not count towards any FIM World Championship or Cup.

9. IDENTIFICATION

The organiser shall provide each rider with a set of identification plates comprising 1 front plate and 2 side plates, called number plates. For motorcycles these will be 25cm x 18cm in dimension, and for quads they will be 28cm x 18cm. The Quads must have an “aileron” plate (28cm x 18cm) that will show the riding number on both sides.

The organiser will also provide one bib measuring 26 cm x 30 cm, bearing the racing number which should be clearly worn on the rider’s back.

The 5 first numbers of each category will be allocated in the ascending order to the 5 first riders.

- FIM World Championship 450cc – white background black numbers
- Quads – white background black numbers.
- Women – purple background white numbers
- Junior – according to the category of their machine
- Over 450cc – yellow background black numbers

The plates shall be affixed visibly at the front and on the rear sides throughout the duration of the Rally. They shall in no circumstances cover, even partly, the registration number of the motorcycle.

At any time during the Rally, the absence of or incorrect affixing of a racing panel or plate shall result, for each offence noted, in a time penalty as stated in the Supplementary Regulations. Before the start of each stage, the simultaneous absence or incorrect affixing of at least two racing plates or bib shall result in disqualification from the Rally.

The race bib cannot be cut and/or modified. In all cases, the upper edge of the back bib must be a maximum of 20cm from the neck of the rider and shall always be visible and not hidden by anything like a ‘camel bag’.

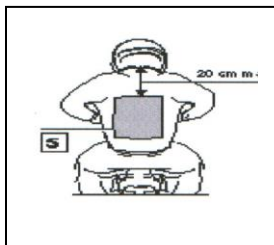
An identification wrist-strap will provide identification for the rider. All default noted by an official will result in penalties equivalent to 10% of the entry fees. In case of damage to the bracelet, the rider must inform the Competitors’ Relation Officer, who will provide a replacement in exchange for the damaged item.

The rider’s name will be marked on his/her helmet.

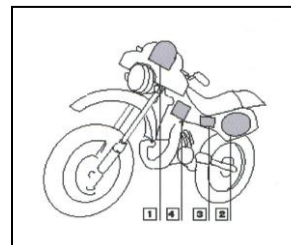
The rider’s name will be marked on each side of the machine.

10. ADVERTISING

1. Competitors shall be free to affix any advertising on their motorcycles provided that it:
 - a) Is authorized by the FIM Rules and the laws of the UAE. Note: The advertising of alcohol, or related products, is illegal.
 - b) Is not contrary to public decency and customs,
 - c) Does not overlap on those areas that are reserved for the plates.



1. Front plate 24cm x 30cm
2. Two side plates, 24cm x 30cm
3. 2 advertising panels, 12cm x 8cm
4. 2 advertising panels, 12cm x 12cm
5. Race bibs 26cm x 30cm



These areas are for the Organisers and can be bought back at a cost of **US\$ 1,500**

- An area 12cm x 12cm on each side of the front of the tank
- An area 12cm x 8cm on each side at the back of the motorcycle, on a vertical surface

It is the rider's responsibility to check that none of the Organisers advertising areas are missing masked or damaged.

It is the rider's responsibility to ensure that the position of their bibs allows complete visibility of the rally number.

A financial penalty will be imposed if the above is not complied with.

11. STARTING ORDER

11.1 START ORDER OF THE SUPER SPECIAL:

All riders must take part in the Super Special Stage and results will count for the classification of the event as well as any road penalties relating thereto.

During the Super Special on Saturday 2nd April 2016, the competitors will start in the descending order of their competition numbers.

Reconnaissance of the Super Special is permitted on Saturday 2nd April 2016, between 13:30 and 14:45, on foot.

11.2 START ORDER OF THE STAGES:

The starting order of the first stage will be drawn up following the classification of the Super Special; the 15 competitors who made the best times of the SS can choose their starting order for stage 1. The first rider to choose will be the one who made the best time in the SS, followed by the second best time up to the 15th time.

The starting order of the second and subsequent Stages will be made in the order of the Selective Section overall classification, or the accumulation of the Selective Sections of the previous day.

The first ten riders will start one by one every 2 minutes; the others will start (one by one or two by two) minute by minute or 30 seconds by 30 seconds.

Any stage that will be a mass start will be confirmed in a bulletin prior to the start of the event, along with how many riders will be in each wave, and the time interval between waves.

12. ROAD BOOK AND NAVIGATION

The road book has been composed to indicate the route to follow, some GPS points and the main dangers.

Any reconnaissance of the track is forbidden, on pain of exclusion from the race.

The road book, descriptions, legend and descriptive maps of the first Stage of the race will be given to the competitors at the end of the special stage.

The road book of the following legs will be delivered at the bivouac from 16:30 daily. The competitors who will arrive late to the bivouac should collect from the bivouac rally office.

The information given by the route opening team will be communicated to riders during the briefings and by additive.

12.1 NAVIGATION RULES

Throughout the rally, each rider is responsible for the correct functioning of his GPS, downloaded with the organization's points. The GPS must be connected to the power source at all times (Liaison & Special). Each malfunction must be communicated to a steward or the CRO. Any evidence of manipulation may be penalized as far as disqualification from the rally as determined by the International Jury.

12.2 OFFICIAL ITINERARY

The official route of the Rally is described in the road book given to the competitors and must be strictly followed, on pain of a penalty which may lead as far as disqualification from the rally.

The official itinerary of the Rally is defined by a number of Visible Way Points (WPV) and Hidden Way Points (WPM). All the GPS points will be considered as COMPULSORY passage points.

In any case the competitor can force the GPS to address to another WPT, pushing the "WPT+" or "WPT-" button.

The penalty for missing waypoints and PCs is summarized in Art 19 of the SRs.

12.3 COMPULSORY BRIEFING ABOUT THE SAFETY SYSTEMS

A compulsory briefing for the riders where the use of the various safety systems will follow the Competitors Briefing on Saturday 2nd April at 11:00 at YMC by Sporttraxx / ERFT representatives.

The name of the riders participating will be inscribed on an attendance list.

12.4 NAVIGATION RULES – VISIBLE WAYPOINTS (WPV), INVISIBLE WAYPOINTS (WPM) & WAYPOINTS SECURITY (WPS).

Refer to Art 19 re missed waypoints, missed PCs and exceeding the maximum time allowed for a section.

WPS can be used for security reasons or to prevent cuts and must be used in all control zones defined in FIM article 80.20

The WPS waypoint will validate at 90 meters. Towards a WPS, all available information is displayed on the screen of the GPS.

Missing waypoint (WPV, WPM, WPE, DZ, FZ): 20'

Missing a WPS: 120'

13. TRAFFIC

Throughout the duration of the Rally the riders must strictly comply with the traffic regulations of the UAE. Any competitor who does not comply with these requirements will be penalized as follows:

1st infringement: a time penalty equal to 30 minutes;

2nd infringement: a time penalty of 1 hour;

3rd infringement: disqualification from the Rally.

The police or officials who record any infringement of the traffic regulations by a Rally rider must inform him/her of it in the same way as other road users. Should they decide not to stop the rider at fault, they may ask the Organisers to apply the penalties, provided that:

- a) Notification of the offence reaches the Organisers through the official channels and in a written note, before posting of the classification of the stage during which the offence was committed.
- b) The reports of offence are sufficiently detailed to ensure that the identity of the rider at fault is established without any doubt and that the places and times of the offence are perfectly correct.

The complaints are not capable of being variously interpreted.

13.1 CROSSING OF INHABITED AREAS

– Riders

Along inhabited areas crossed in the liaison sections as well as along the Specials, the speed will be strictly limited as specified by the local sign panels. All areas which are considered dangerous for riders and for local inhabitants will be indicated in the road book.

- Assistance: service vehicles

The speed of all assistance vehicles in crossed cities and villages, following the assistance road book, will be limited as specified by the local sign panels. Overtaking is also forbidden. The Organizing Staff will make controls and the International Jury can decide penalties.

14. FUEL / AUTONOMY

14.1 AUTONOMY

Each rider is responsible for calculating their fuel range to cover the minimum distance of 250 Km. for safety reasons a 10% margin is indispensable.

14.2 FUEL

On road sections where service stations can supply Super 95 or 98 fuel it is the responsibility of the riders to fill up at their own expense.

The organiser will provide fuel at the bivouac, and designated refuelling zones as per the roadbook, and it is included in the entry fees (riders and service vehicles bearing identification stickers).

15. PROTECTING THE ENVIRONMENT

Each participant and/or team member is responsible for the waste generated by his team during the event.

The organizers will provide facilities for waste and used oil collection. It is strictly forbidden to empty onto the ground waste water or oil and any infraction to this rule will be reported to the International Jury who will fine the rider responsible a maximum of EUR 370.

Where refueling or servicing of a motorcycle is being undertaken measures must be taken to protect the ground. Participants should use environmental mats or other suitable means to cover the ground. This is also compulsory when an electrical generator or any other device with a thermic engine is being refueled or serviced by the rider or the team.

Sensitive area around the Bivouac must be respected and details will be provided at the compulsory competitors briefing on Saturday 2nd April 2016 at 11:00.

Any infringement by the participant (who is responsible for his team) of the FIM Environmental Code can result in a fine, disqualification from the event or suspension, and may also result in the participant or rider being liable for any costs of rectification.

16. INSURANCE

The entry fee includes the insurance premium giving the rider third-party civil liability cover in accordance with Art. 110.1.1 of the Sporting Code.

The insurance will take effect on the start of the Rally and shall cease on the finish of the Rally or immediately on abandonment of or disqualification from the Rally.

Competitor vehicles specifically registered with the organisation (non GCC) are covered for Civil Liability towards Third Parties (Road Legal), from (and including) 30th March 2016 to (and including) 9th April 2016.

This cover provides for a maximum liability, in respect of any one claim or series of claims resulting from one accident, of Dh 1,000,000.

Damages to rally and/or service cars as well as the liability of a crewmember towards other crewmembers are not covered by the insurance provided by the organisers.

16.1 REPATRIATION FOR MEDICAL REASONS

Overseas entries: Repatriation and medical insurance is included in the entry fee to a level of €150,000.

16.2 PERSONAL ACCIDENT INSURANCE

As per Article 110.2 of the FIM Sporting Code.

17. ADMINISTRATIVE OBLIGATIONS

17.1 EACH COMPETITOR

General documentation checks will be made prior to the start of the Rally at documentation (Thursday 31st March at YMC), this will include:

- A valid driving licence corresponding to the type and capacity of machine used
- Passport (and visa for Gulf entries, and other nationalities who require a visa in advance of travelling)
- **FIM Cross Country Rallies World Championship licence 2016 (Annual or One event).**
- Starting Permission letter from competitors FMNs to enter Abu Dhabi Desert Challenge 2016 if the rider has an annual licence. 'One event' licence is sufficient without a Starting Permission.

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- Registration documents for the machine and certificate of ownership.
- Letter of authority if a motorcycle does not belong to the registered competitor.
- Motorcycle insurance documents.
- Signing of the Indemnity Form

17.2 EACH MOTORCYCLE

Only those riders who have successfully completed the Documentation / Administrative checks may present their Machine at Scrutineering in accordance with the published time schedule.

A Scrutineering schedule for all competitors will be posted on the Official Notice Board and will be issued to each competitor at documentation. Competitors are requested to abide by their due time – penalties will be given if late. All identification and advertising stickers must be in place on the machine when it is submitted to the scrutineers.

Failure to report to Scrutineering at the due time will result in a cash penalty of AED 1,000.00.

Competitors must also present the following equipment for inspection:

- Helmet
- Neck protector
- Riding kit
- GPS
- Sentinel
- Tracking Device(s)
- Signaling kit
- Additional water ration Camelback
- Spare engine for marking (if applicable) with a separate gearbox connected to it
- Silencer (motorcycles must pass the noise control test, carried out according to Art. 01.79 of the Cross-Country Rallies Technical Rules, during the scrutineering and marked by the organizer). The maximum limit of sound level, using 2 meters max method is fixed at 115dB/A, +1 dB/A before the race and at 116 + 1 dB/A during and after the race.
- Mobile telephone
- Medical kit (recommended but not compulsory)

18. CLASSIFICATIONS

Points are awarded according to the scale hereunder, to all riders and manufacturers classified in the FIM World Championship 450cc category as well as to the riders of the FIM Cross-Country Rallies World Cup (Women, Quads, Junior)

There is no overall classification.

Position	Race score
1st	25 points
2nd	20 points
3rd	16 points
4th	13 points
5th	11 points
6th	10 points
7th	9 points
8th	8 points
9th	7 points
10th	6 points
11th	5 points
12th	4 points
13th	3 points
14th	2 points
15th and after	1 point

Bonus Points

All riders taking the start of the first stage (or the Prologue) of the event will be awarded 3 points. The riders are not obliged to be classified in order to score these bonus points.

After each stage (except the prologue) the winner of the of the selective section of that day will also receive one point towards the championship.

18.1 LIST OF PRIZES – CUPS

The following trophies will be awarded for overall finishing positions, irrespective of class:

1st Overall	(One trophy)
2nd Overall	(One trophy)
3rd Overall	(One trophy)

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4th Overall	(One trophy)
5th Overall	(One trophy)

For Riders, each Class: 450, over 450, Junior, Quad and Women

1 st Place	(one trophy)
2 nd Place	(one trophy)
3 rd Place	(one trophy)

Other Awards

Team Award min. 3, max. 5 trophies

18.1.1 Gulf / UAE Competitors

Additional classification will be drawn among competitors who hold Gulf/UAE competition licenses. This final classification shall be determined by penalties expressed in time, the competitor with the lowest total shall be proclaimed the overall winner, the next lowest second, and so on.

1 st Overall	(one trophy)
2 nd Overall	(one trophy)
3 rd Overall	(one trophy)

19. COMPULSORY EQUIPMENT RENTAL

Medical Equipment

Each competitor must provide himself with a first-aid medical kit composed of:

- A water disinfectant for 40 litres (hydrochlorazone or micropure)
- Eye lotion (boroclarine, stilla or equivalent)
- Disinfectant cream (betadine, biafine or equivalent)
- Pain killers (aspirin or equivalent)
- A haemostatic (coalgan)
- Anti diarrhea tablets (immodium or equivalent)
- Sun cream for the skin and lips
- Antibiotics (oracilline, totapen or equivalent)
- Vitamin C

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- Unguent, disinfecting compresses, two bandages, plasters, 5 safety pins
- Re-hydration powder
- Salt tablets (Enervit or Nergisport sodium or similar)
- A soothing cream (Biafine)

Survival Equipment

Each competitor must compulsorily carry on his vehicle the following equipment:

- Each motorcycle must be equipped with a reserve of drinking water of a capacity of three litres minimum. This water must be able to be reached without effort and without any tool, regardless of the position of the machine
- A soft water tank of minimum 2 litres carried by the rider of a 'Camelback' type
- One survival supply of rations
- 2 long-duration signal flashlights
- 1 aluminum survival blanket (about 2m x 1m) serving as an isothermal covering and an earth to sun signal
- A klaxon of the Sentinel Vehicle to Vehicle Alarm system (ERTF)
- A Satellite Tracking system (Sporttraxx)
- A single GPS (ERTF)
- A distress beacon (Sporttraxx)

The existence of this equipment shall be checked before the departure of each **Leg**. Failure to possess a part or all of this equipment will result in a refusal to start. The rider will have **60** minutes to conform to the rules; beyond this delay **the start will be refused**.

Transport of fuel in any other way than in fuel tanks designed for this purpose is forbidden. Similarly, transport of objects, parts, tools... susceptible to cause injuries to a rider (back pack, belt...) is forbidden. Failure to respect this rule will result in the start being refused.

19.1 VEHICLE TO VEHICLE ALARM SYSTEM (Sentinel System type)

The mandatory equipment will be included in the cost of the Entry Fee and ordered on the competitors' behalf by the organisers. Any rider requiring mounting brackets or wishing to purchase their own equipment, can contact:

ERTF

Parc Technologique De Soye 56275, Ploemeur, CEDEX, FRANCE

Tel: +33 (0)2 97 87 25 85

Fax: +33 (0)2 97 37 59 21

E-mail: competition@ertf.com

19.2 TRACKING SYTEM

A duel GSM/Satellite Tracking System supplied by Sporttraxx will be used. The cost of the service has been included in the Entry Fee and no additional brackets, wiring or aerials need to be purchased or fitted.

19.3 DISTRESS BEACON

A compulsory distress beacon (coded and registered) transmitting on a rally frequency. It must be immediately accessible without any mechanical intervention or handling of the motorcycle: it must be visible. A sticker must indicate its whereabouts.

The letting off of the distress beacon for reasons other than safety will result in disqualification from the race as well as responsibility for any costs incurred, in the case of action taken by the organisers.

20. PENALTIES

20.1 Fixed Penalty

A fixed penalty (FP) of 2 hours will be applied to competitors who fail to complete a Section within the Maximum Time Allowed for that section.

A Sporting penalty (SP) of 2 hours will be applied to competitors who miss or fail to complete a Section.

20.2 No start or abandon in a selective section/leg

A rider not present at the start of a Stage and who did not informed the race direction in any manner will be disqualified.

The rider who does not wish or cannot start a Stage must still present himself, be represented by somebody at the start of the Stage or have informed the Clerk of the Course before the start of the Stage. In this case, he will receive a penalty as follows:

Six (6) hours + Sporting Penalty (SP) + Maximum time of the Selective Section + Allotted time of the Road Section not done + the value of all waypoints not validated.

The rider who starts a stage and then leaves the Stage Selective Section will receive the following penalty:

Three (3) hours for having left the stage + SP + Maximum time of the Selective Section + Allotted time of the Road section not done + the value of all waypoints not validated.

To obtain FIM points, a rider must not have more than 25% SP from the total number of Selective Sections of the Rally, rounded up (example: 6 SS in total, 25% makes 1,5, rounded up to 2. If more than 2 SP, this rider can finish the Rally but will appear in the FIM classification with zero point).

In all cases, in order to appear on the FIM final classification, a rider must take the start of the last Selective Section, cross the finishing line and park his motorcycle/quad in the Parc Fermé before the closing deadline.

20.3 Assistance / Service

As the refueling zone is not a servicing area, all external assistance / service on a machine is forbidden during refueling on pain of penalties at the discretion of the FIM Jury.

Only riders are allowed to help other competitors.

External assistance / Service are allowed only in the designated service area which the rider can use on his own times. Service is free at the Bivouac.

The neutralization for the refueling will be 15 minutes or 20 minutes depending of the equipment of the fuel tanker. This will be confirmed in a bulletin prior to the start of the event.

20.4

All Legs of the event are straight, with Start and Finish linked by surfaced roads, or loops, where the Start and Finish are in the same place or close together, therefore for competitors who fail to attempt a Stage ie not taking the Start of that Leg, with the rider present and the machine propelled by its own power, will be penalised by 100 hours. If this is repeated, then the Stewards may inflict a sanction which may go as far as

exclusion.

20.5 Passage Control Penalties

All controls must be passed in the order defined by the Road Book.

Competitors are required to stop within the Passage Control Zone to have the Time Card stamped by the PC Controller. Failure to visit any Passage Control will result in a time penalty as in art. 080.22.3 :

Missing a CP ie missing the WPS: 120'

Missing stamp at a CP: 5'

The controller at each PC will record the time of entry of each competitor in minutes and seconds. In the event the Special Stage is shortened, due to 'force majeure' the times recorded at the last Passage Control will determine the finish times of that Selective.

20.6 Summary of Penalties

SUMMARY OF THE PENALTIES	Art. N°	Start refused	Disqualification	Time penalty	Financial penalty	Decisions Penalties Sanctions of the JI
Lateness on the theoretic time at the stage departure Up to 30' or 60' Over 30' or 60'	Art. 080.17.1			1' by mn delay		
Absence of the visa in a CP	Art. 080.22.3			X		Accord. to Art.
No start or	Art.					Accord. to Art.

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abandon in a Selective Section/stage	080.17.8					
Assistance and towing of motorcycles in a Selective Section	Art. 080.18.2		X			
Assistance in a Road Section	Art. 080.18.2			3h		Except if authorised in the SR
Prohibited assistance	Art. 080.18.3					Up to disqualification
Correction/ alteration of the time card	Art. 080.19		X			
Loss of the time card	Art. 080.19			5'		
Passing at a control without the motorcycle	Art. 080.19		X			
Instructions of the Chief of the control point not respected	Art. 080.20		X	X		Up to disqualification
Non-respect of the entry, exit and the direction of the traffic in the zone	Art. 080.20					
1 st infringement				10'		

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2 nd infringement				1 h		
3 rd infringement				3 h		
Behind or ahead of schedule at a TC after a Road Section (except arrival of a stage, no penalty for ahead of schedule)	Art. 080.21			1' by mn		

21. SAFETY PLAN

The safety of the competitors is under the control of the well-established and experienced Desert Challenge Search & Rescue Team who coordinates the welfare of all riders based on information received through the tracking system, marshal and competitor communications.

They control three dedicated helicopters, the sweep team and a medical team composed of all the required specialties. Three local hospitals are alert and on standby with ICU reserved for event casualties.

A clinic is situated at the bivouac which is manned 24 hours a day.

Riders are expected to respect the emergency protocols and available resources in a manner commensurate with the vital nature of this service.

Riders are reminded that they are responsible for their own welfare and should pay good attention to hydration which is the biggest contributing factor to emergency evacuations from the stages which in turn place avoidable stress on the system and resources.

The Rally Control team can be reached at any time in an emergency on 00971 (0)50 875 4750. Misuse of this emergency contact number may be met with a penalty by the organizers.

21.1 HELPING AT AN ACCIDENT

It must be remembered that ethics demands that a rider who sees that an accident has occurred must stop in order to provide assistance in the most appropriate manner until the rescue service arrives. Also, it must be remembered that major means are implemented to shorten the intervention times.

Any rider that witnesses an accident placing another competitor in physical danger must:

- Stop,
- Press the SOS button on their tracking System,
- Establish contact with rally HQ to report the situation,
- Wait for the rescue service or another competitor to arrive, and then,
- Inform Rally HQ when that they are leaving the scene.

At the request of the competitor on arrival at the end of the Leg before 17.00H, the stopping time during the incident will be deducted from the time taken to cover the Selective Section.

Any competitor not complying with the above regulations will be reported to the Stewards who may impose penalties up to and including exclusion from the event.

It is only for the first two riders.

21.2 REPOSITIONING

The number of repositioning is maximum 2.

In no case can such a repositioned rider start in front of a rider appearing among the first ten in the starting list of the next stage.

Only the request presented by the Rider on the Official form given by the Clerk of Course will be accepted. The request needs to be done before 17h00 on the day prior to the stage.

22. WITHDRAWAL - EXCLUSION

22.1 DEPOSIT - RIDER'S DUTIES

N/A

22.2 Retirement / disqualification

In case of retirement or disqualification, the rider has to cross out in black the number

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plates and the number of the race under penalty of a fine of 500 EUR and other possible sanctions pronounced by the FIM International Jury.