

The Abu Dhabi Desert Challenge, 2010

the first round of the

2010 FIM CROSS-COUNTRY RALLIES
WORLD CHAMPIONSHIP

SUPPLEMENTARY REGULATIONS
MOTORCYCLES, QUADS AND
ASSISTANCE VEHICLES



1. ANNOUNCEMENT

The Desert Challenge Ltd will organise a round of the 2010 FIM Cross-Country Rallies World Championship on behalf of the UAE Motorcycle Club. The event will be held in accordance with the Sporting Code of the FIM together with the relevant Appendices, these Supplementary Regulations and any final instructions approved by the International Jury.

FIM approval: IMN No_403 / 01

FMNR approval: ATC/UAE - 2010 -039

In case of discrepancy or dispute regarding the interpretation between the French and the English text, the English text will prevail.

Any matter not provided for in the relevant Appendices or these Supplementary Regulations will be subject to interpretation by the FIM International Jury.

Any additional provision not mentioned by these Supplementary Regulations, will appear in numbered, dated and signed official additive. These additives will form an integral part of the Supplementary Regulations and will be posted on the official notice board for the Rally. They will also be communicated at the daily riders briefing and communicated directly to the rider in the shortest possible time.

2. HONOUR COMMITTEE

Mohammed Ben Sulayem

UAEMC

Ahmed Hussein

Abu Dhabi Tourism Authority

3. ORGANISING COMMITTEE

Chairman:

Mohammed Ben Sulayem

Event Director:

John Spiller

Event Secretary:

Tanya Kutsenko

4. ADDRESS OF THE PERMANENT SECRETARIAT

Abu Dhabi Desert Challenge – ATCUAE

P.O. Box 5078

Tel: +971 4 2961122

Dubai, United Arab Emirates

Fax: +971 4 2961133

E-mail: info(at)atcuae.ae

www.abudhabidesertchallenge.ae



5. LIST OF OFFICIALS

FONCTION	NAME	LICENCE N°
FIM Jury President	Jean Guillaume Meiller	FIM
1 st FMNR Jury Member	Phiroze Jhaveri	FIM
2 nd FMNR Jury Member	David McDowall	FIM
Clerk of the Course	Marc Ducroq	FIM
FIM Technical Delegate	Gianfranco Ferretti	FIM
FMNR Technical Steward	Lazarin Totev	FIM
Chief Medical Officer	Dr Sean Petherbridge	FIM
Environmental Steward	Tanya Kutsenko	FIM
Chief Timekeeper	Adel Kassem	FIM
Chief Marshal	Andrew Childs	
Chief Safety Officer	Ian Thomas	
Relations with riders	Marie Hervagault	
Secretary of the Meeting	Sarah Ormerod	

6. PROGRAM OF THE EVENT

6.1 Rally Headquarters:

Date and time	Place
Until Sunday, March 21st	ATCUAE, Dubai
March 21st – 28th, April 1st and 2nd	Al Forsan International Sports Club, Abu Dhabi
March 28th – April 1st	Tal Moreeb, Western Region, Abu Dhabi emirate
April 3rd onwards	ATCUAE, Dubai



6.2 Event

Day	Date	Action	Time	Place
Thursday	25 Mar	Documentation	09 :00	Al Forsan
Friday	26 Mar	Scrutineering	09 :00	Al Forsan
Saturday	27 Mar	Riders Briefing	10:00	Al Forsan
		Publ. Authorised Start List	10:00	Al Forsan
		Super Special Stage "Parc" open	10 :00	Al Fosan
		Super Special Stage Start	11:00	Al Forsan
		Roadbook Leg 1 – Issue	12:30	Al Forsan
		Ceremonial Start	19 :00	Grand Mosque
		Leg 1 Start List - publ.	20:00	Al Forsan
Sunday	28 Mar	Stage 1: Abu Dhabi – Moreeb		
		Start Parc - Open/Close	07:30 / 08:30	
		Start SS1 Al Gharbia	09:00	Al Dafrah
		Estimated Finish (Bivouac)	(15:05)	Moreeb
		Roadbook Leg 2 – Issue	16:30	Moreeb
		Riders Briefing for Leg 2	19:00	Moreeb
		Leg 1 ProvClass/Leg 2 St List	21:00	Moreeb
Monday	29 Mar	Leg 2: Moreeb – Moreeb		
		Start – MTC 3	07:00	Moreeb
		Start SS 2 ADNOC	08:30	MZ Road
		Roadbook Leg 3 – Issue	16:30	Moreeb
		Riders Briefing for Leg 3	19:00	Moreeb
Leg 2 ProvClass/Leg 3 St List	21:00	Moreeb		



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Tuesday	30 Mar	Leg 3: Moreeb – Moreeb		
		Start – MTC 6	07:00	Moreeb
		Start SS 3 NISSAN	08:00	MZ Road
		Roadbook Leg 4 – Issue	16:30	Moreeb
		Riders Briefing for Leg 4	19:00	Moreeb
		Leg 3 ProvClass/Leg 4 St List	21:00	Moreeb
Wednesday	31 Mar	Leg 4: Moreeb – Moreeb		
		Start MTC 1	06:55	Moreeb
		Start SS 4 Al Qasr Al Sarab	07:00	Moreeb
		Roadbook Leg 5 – Issue	16:30	Moreeb
		Riders Briefing for Leg 5	19:00	Moreeb
		Leg 4 ProvClass/Leg 5 St List	21:00	Moreeb
Thursday	01 Apr	Leg 5: Moreeb – Abu Dhabi		
		Start MTC 11	06:00	Moreeb
		Start SS 5 Al Forsan	07:30	Khish
		Official Finish Ramp	16:30	Al Forsan
		Post Event Press Conference	17:00	Al Forsan
		Final Scrutineering	From 15:00	Al Forsan
		Provisional Classification	19:00	Al Forsan
		Final Classification	19:30	Al Forsan
		Prize Giving	20:00	TBA

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 an event of the Cross-Country Rallies World Championship, any person over 18 years, from any country, must hold a FIM rider's licence for the Cross-Country Rallies World Championship valid for the year of the event (art. 70.2.1 FIM Sporting Code), released by his own National Federation and holding a driving license corresponding to the capacity of his motorcycle.
Any copy of statement of loss or theft of the above mentioned documents will not be accepted as it does not legally substitute the possession of a driving license conform 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 enters Abu Dhabi Desert Challenge 2010 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 Abu Dhabi Desert Challenge 2010 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 Feb 20th after which 20% will be added to closing date, March 5th.

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.

The winning team will be the one, which has the smallest number of penalties in the General Classification for the best 3 motorcycles of each team. In the case of a tie for a Team Award, the winning team will be the one which has the highest placed motorcycle in the General Classification. If less than 3 motorcycles of a team are classified as finishers then that team will not be considered for the Team Award. The disqualification through a penalty other than delay of one of the team's motorcycles will cancel out the whole team.

7.3 ENTRY APPLICATIONS

See www.abudhabidesertchallenge.ae

7.4 ENTRY FEES

	Overseas Entries	Gulf Entries
Entry Fee	\$ 2,800	AED 4,500
Included		
Fuel	YES	YES
Repatriation Insurance	YES	NO
4 Nights Bivouac	YES	YES
Gala Dinner Ticket(s)	1	1
Visa (if req'd)	YES	YES
Water	YES	YES
Liaison Office Service	YES	NO
Public Liability Insurance	YES	YES
Road Legal Insurance (15	YES	NO



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days)		
Not Included		
Sentinel Rental *	€ 110	€ 110
Iritrack Rental *	€ 350	€ 350
GPS Rental *	€ 210	€ 210
Shipping		
Accommodation		
Travel (Flights)		
Team Entry, / vehicle to max 5	\$ 45	AED 165
Service Vehicle Registration	\$ 340	AED 1,250
Fuel		
Service Roadbook & Plates		
Service Personnel (per person)	\$ 370	AED 1,360
4 nights bivouac		
Gala Dinner Ticket		
Visa, if required for non competitor (before March 5th)	\$ 55	AED 200

* Competitor is required to purchase fitting kit, bracket, power lead and antenna and pay a refundable deposit.



7.5 DEPOSIT CHEQUE

N/A

7.6 ASSISTANCE ENTRY FEES

See the payment summary above.

7.7 TRANSPORT

Organisers 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 (Al Forsan) to the bivouac site in the evening of Saturday, March 27 and back to Rally HQ at the end of the day on Wednesday, March 31.

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.

7.8 PAYMENTS

Note, for competitors to qualify for the UAE & GCC rate for the Entry Fees, the rider must hold a current Residence Visa of a GCC country, of at least six months validity, i.e. the Residence Visa must be current and have been valid as of October 1st, 2010.

Bank Transfer

Account Name: UAE Desert Challenge
Account Number: 1012002872503
Bank Name: National Bank of Dubai
Branch: Main branch
Address: P. O. Box 777, Dubai, United Arab Emirates
Swift Code: EBILAEAD

Fax 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.

7.9 ENTRY REFUSAL – WITHDRAWAL - DEFAULT

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

7.10 CANCELLATION OR POSTPONEMENT OF THE EVENT

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

8. IDENTIFICATION



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The Organisers will provide each entry with three number plates and two number patches measuring 25 cm x 25 cm, bearing the Rally numbers:

Over 450cc – white background black numbers;

450cc – yellow background black numbers;

Quads – red background white numbers.

Women – purple background white 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.

An identification wrist-strap will provide identification for the rider.

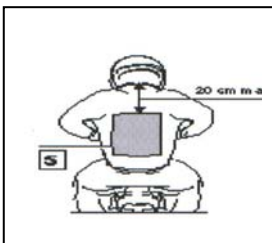
The rider's name will be marked on his/her helmet.

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

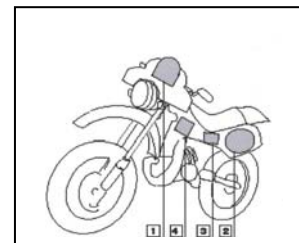
The Organiser's emergency telephone number will be written on a sticker attached to the machine.

9. ADVERTISING

1. Competitors shall be free to affix any advertising on their motorcycles provided that it:
2.
 - a) is authorised 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.

10. STARTING ORDER

10.1 STARTING ORDER OF THE SUPER SPECIAL:

During the Super Special on Saturday, March 27th, 2010 the competitors will start in pairs, in the reverse order of the competition numbers.

10.2 STARTING ORDER OF THE STAGES:

The starting order of the first stage will be made in the order of the overall classification of the Super Special. The riders taking the top ten positions on the Super Special may choose their start position **from the first ten places** of the starting order of stage 1

The starting procedures for stages 2, 3, 4 and 5 will be the order of the Special of the previous day.

11. 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 riders briefing 10:00 Sat 27th March at Al Forsan.

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.

11.1 NAVIGATION RULES

Throughout the rally, each rider is responsible for the correct functioning of his GPS, downloaded with the organisation'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 penalised as far as disqualification from the rally as determined by the International Jury.

11.2 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 WayPoints Visibles (of course given by the organization = WPV). 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 summarised in Art 19 of the SRs.

11.3 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, March 27th at 10:00 in Al Forsan by TDCOM / ERFT representatives.

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

11.4 NAVIGATION RULES – VISIBLE WAYPOINTS (WPV) & INVISIBLE WAYPOINTS (WPM).

All Waypoints of the Abu Dhabi desert Challenge are visible WPV. Refer to Art 19 re missed waypoints, missed PCs and exceeding the maximum time allowed for a section.

12. 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.

12.1 CROSSING OF INHABITED AREAS

(riders and assistance vehicles)

– 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 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.

13. INSURANCE

13.1 CIVIL RESPONSIBILITY

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 and service vehicles specifically registered with the organisation (non GCC) are covered for Civil Liability towards Third Parties (Road Legal), from (and including) 20th March 2010 to (and including) 3rd April 2010.

This cover provides for a maximum liability, in respect of any one claim or series of claims resulting from one accident, of Dh 10,000,000.

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.

13.2 REPATRIATION FOR HEALTH REASONS

Overseas entries: Repatriation and medical insurance is included in the entry fee to a level of €30,000, which on the payment of a supplement (€80) can be increased to € 100,000.

13.3 PERSONAL ACCIDENT INSURANCE

As per Article 110.2 of the FIM Sporting Code.



14. ADMINISTRATIVE DUTIES

14.1 EACH RIDER

General documentation checks will be made prior to the start of the Rally at documentation (Thursday, March 25th at Al Forsan), this will include:

- Driving licence that corresponds to the machine category
- Passport (and visa for Gulf entries)
- **Cross Country Rallies World Championship licence 2010**
- Starting Permission letter from competitors FMN
- Registration documents 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

14.2 EACH MOTORCYCLE

Only those riders who have successfully completed the Documentation / Administrative checks may present their vehicle 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
- Riding kit
- GPS
- Sentinel
- Iritrack
- 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 Enduro Technical Rules, during the scrutineering and marked by the organizer)
- Mobile telephone
- Medical kit (recommended but not compulsory)

15. FINAL CHECK

Will be carried out after the Finish on Thursday, April 1st 2010 at Al Forsan.



16. CLASSIFICATIONS

As per Art. 080.7 and **81.27** of the FIM Cross-Country Rallies World Championship Appendices.

16.1 PRIZES LIST – CUPS

For each Class, Production 450*, Superproduction 450*, Production Open*, Superproduction Open*, Quad* and Women

1 st Place	one trophy and a cash award of US\$ 1,000*
2 nd Place	one trophy and a cash award of US\$ 750*
3 rd Place	one trophy and a cash award of US\$ 500*

16.1.1 Other Awards

Team Award	five trophies
Spirit of the Rally	one daily trophy for each Leg

16.1.2 Gulf / UAE Competitors

Additional classification will be drawn among competitors who hold Gulf/UAE competition licences. 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 and a cash award of US\$ 750
2 nd Overall	one trophy and a cash award of US\$ 500
3 rd Overall	one trophy and a cash award of US\$ 250

Note: The cash awards are not cumulative.

17. MEDICAL AND SAFETY EQUIPMENT

Medical Equipment

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

- 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
- Selection of sterile bandages, plasters, safety pins
- Re-hydration powder.

Survival Equipment



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

- 1 Signal mirror
- 2 long-duration signal flashlights
- 1 survival blanket
- Compass

Every competitor will carry an additional water ration in a Camelback containing a minimum of **3 liters**. The rider must be in possession of a flexible plastic tube to be used as a straw to access this reserve of drinking water.

17.1 VEHICLE TO VEHICLE ALARM SYSTEM (type "Sentinel System")

Each bike / quad has to be equipped with a Sentinel (Proximity warning) kit from ERTF.

The order forms can be obtained from the Organisers and / or ERTF.

The UAE based competitors may get the kits from the Organisers and the order forms still have to be sent to ERTF:

ERTF (GPS & Sentinel units)

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

17.2 SATELLITE TRACKING SYSTEMS (type «Iritrack»)

Each bike / quad has to be equipped with an Iritrack (Satellite Tracking / Alarm Device) kit from TDCOM.

The order forms can be obtained from the Organisers and / or TDCOM.

The UAE based competitors may get the kits from the Organisers and the order forms still have to be sent to TDCOM:

TDCOM:

Tel +33 1 45 100 776, Fax +33 1 58 081 994,

E-mail: ymollard@tdcom.fr

17.3 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 green button on their 'tracking, position and inter competitors communication system' (IRITRACK),
- Telephone rally HQ using the IRITRACK (blue button) to report the situation,
- Wait for the rescue service or another competitor to arrive,
- Press the green button on their IRITRACK, to signal that they are leaving the scene.

At the request of the competitor on arrival at the end of the Leg, the stopping time between the 2 IRITRACK alerts (green button) 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.

18. WITHDRAWAL - EXCLUSION

18.1 DEPOSIT - RIDER'S DUTIES

N/A

19. FIXED PENALTY

19.1 A fixed penalty of 2 hours will be applied to competitors who miss or fail to complete a Section within the Maximum Time Allowed for that section:

The total time attributed, to the competitor who has missed or failed to complete a section(s) within the permitted maximum and therefore, to whom the fixed penalty applies, for each leg, will be calculated by adding together the maximum time(s) authorised for the Selective Section(s), increased by the fixed penalty (2 hours) for each section, the penalty(ies) for any missing Passage Controls (3 hrs), the penalty for missed WPs (15 mins), the fixed penalty (2 hours) for any Road Section(s) missed, or not completed within the permitted maximum time, and any penalties incurred by specific cases as summarised in these Supplementary Regulations.

This case supposes that at least 50% of the passage controls, of the leg, have been observed. If this is not the case, the fixed penalty for that Stage will be doubled to 4 hours.

19.2 The target time for all sections will be given in the itinerary, the road book and on the time card.

On Road (Liaison) Sections, lateness up to 30' will incur a penalty of 1' per minute late. Lateness, in excess of the maximum 30' will be ignored and the fixed penalty of 2 hours will be applied to the competitor.



Example: Road Section target time 35'

Competitor completes in 35' – no penalty

Competitor completes in 48' – 13' penalty

Competitor completes in 68' – 2 hour penalty

Competitor completes in 33' – 4' penalty (early).

Competitors completing the Selective Section within the Maximum Time will be given this time as their stage penalty.

A Competitor who fails to finish the final Road Section of the Leg, within 30' of the target time, is over maximum lateness and is considered to have retired from that Leg. The fixed penalty for that Road Section is 5 hours.

Example

Com	RS 45'	Pen	Stage Max (6:30')	Fixed Penalty	Missed PC's/4	Pen	Misse d WPs (55)	Pen	RS 2 (30')	Pen	Total
1	45'	-	5:20:11	-	0	-			30'	-	5:20:11
14	53'	8'	5:53:02	-	1	3:00:00	5	1H:15'	30'	-	10:16:02
22	45'	-	(6:45:33) 6:30:00	2 hrs	0	-			30'	-	8:30:00
29	45'	-	(8:00:00) 6:30:00	4 hrs	3	9:00:00	6	1H:30'	30'	-	21:00:00
35	78'	2hr	(9:21:00) 6:30:00	4 hrs	3	9:00:00	22	5H:30'	35'	5'	27:05:00
43*	45'	-	5:45:32		0				-	5 hrs	10:45:32
52*	-	4hr	(6:30:00)	4 hrs	4	12:00:00	55	13H:45'	-	5 hrs	45:15:00
64*											100 H

*43 – Retires (or is over Maximum Lateness) on final Road Section

*52 - Takes the Start (Machine under its own power and crew present) and retires on the first Road Section

*64 – Does not take the Start of the Leg.



19.3 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.

19.4 Passage Controls Penalties

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 of three (3) hours, for each missed PC. 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. SAFETY PLAN

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

They control three dedicated helicopters, the sweep team and a medical team composed of all the required specialities. 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.