



## Shamrock – Rally of Morocco 2009

FINALE OF

2009 FIM CROSS-COUNTRY RALLIES  
WORLD CHAMPIONSHIP

SUPPLEMENTARY REGULATIONS  
MOTORCYCLES, QUADS AND  
ASSISTANCE VEHICLES



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## 1. ANNOUNCEMENT

NPO will organise a round of the 2009 FIM Cross-Country Rallies World Championship on behalf of the Fédération Royale Marocaine de Motocyclisme (FRMM). The event will be held in accordance with the FIM Sporting Code and its annexes, this supplementary regulation, and any final instructions approved by the International Jury.

FIM approval: IMN No 403/06 ; 12 août 2009

FMNR approval: \_\_\_\_\_

In case of discrepancy or dispute regarding the interpretation between the French and the English text, the French 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 competitors in the shortest possible time.

## 2. HONOUR COMMITTEE

Under the patronage of His Majesty King Mohamed VI and under the aegis of the Fédération Royale Marocaine de Motocyclisme (FRMM), NPO organizes SHAMROCK RALLY DU MAROC 2009.

## 3. ORGANISING COMMITTEE

Chairman of the FRMM:	Réda BOUKHARI
Event Director:	Stéphane CLAIR
Assistant Director:	Emmanuelle DUMONT
Event Secretary:	Emilie BESNARD

## 4. ADDRESS OF THE PERMANENT SECRETARIAT

**N.P.O. – Competitors Department**  
110 Avenue Victor Hugo  
92514 BOULOGNE BILLANCOURT Cedex  
France

Tel : +33 (0)1.41.45.03.00  
Fax : ++33 (0)1 41.45.03.01  
E-mail : concurrents@npo.fr  
www.npo.fr



## 5. LISTE OF OFFICIALS

FUNCTION	NAME	LICENCE N°
FIM Jury	RITA José	FIM
1 <sup>st</sup> FMNR Jury Member	WULVERIK Jean-François	FIM
2 <sup>nd</sup> FMNR Jury Member	RIDA SBAI Larbi	FIM
Clerk of the Course	DELSALLE Jeff	FIM
FIM Technical Delegate	FERRETI Gianfranco	FIM
FFM Technical Steward	TISON Serge	FIM
FMNR Technical Steward	FELICESS José	FIM
Chief Medical Officer	AUBRY Olivier	FIM
Environmental Steward	EL OUDI Naoufal	FIM
Chief Timekeeper	TOUHAMI Mohamed	FIM
Chief Safety Officer	CLAIR Stéphane	FIM
Relation with competitors	TISON Serge	FIM
Secretary of the Meeting	BESNARD Emilie	-

## 6. PROGRAM OF THE EVENT

### 6.1 Rally Headquater:

Date and Time	Place
Saturday 24 OCT. 8h – 16h	ZAGORA – admin and tech. checks.
From Sunday 25 OCT. 7h To Friday 30 OCT. 16h	ZAGORA and around 6 Stages

### 6.2 Event

The official hour of the Shamrock – Rally of Morocco 2009 will be the local time in Morocco.



DAYR	Date	Action	TIME	PLACE
Saturday	24 oct	Scrutineering	8:00-16:00	ZAGORA
Saturday	24 oct	Competitors briefing	20:30	Hôtel REDA ZAGORA
		Publ. Authorised Start List.	21:00	Hôtel REDA ZAGORA
Sunday	25 oct	Stage 1: <b>X</b>  Start Parc – Open/close  Start SS 1 xx-xxx  Estimate finish (Bivouac)  Roadbook Stage 2 – Issue  Competitors briefing for Stage 2	20:30	Hôtel REDA ZAGORA
		Stage 1 prov.Class/ Stage 2 start list  Maximum estimate time of Stage 1:		
Monday	26 oct	Stage 2: <b>X</b>  Start Stage 2  Start SS 2  Roadbook Stage 3 – Issue  Competitors briefing for Stage 3	20:30	Hôtel REDA ZAGORA
		Stage 2 prov.Class/ Stage 3 start list  Maximum estimate time of Stage 2:		
Tuesday	27 oct	Stage 3: <b>X</b>  Start Stage 3  Start SS 3  Roadbook Stage 4 – Issue  Competitors briefing for Stage 4	20:00	Hôtel REDA ZAGORA
		Stage 3 prov.Class/ Stage 4 start list		



		Maximum estimate time of Stage 3:		
Wednesday	28 oct	Stage 4: X		
		Start Stage 4		
		Start SS 4		
		Roadbook Stage 5 – Issue		
		Competitors briefing for Stage 5	20:00	Hôtel REDA ZAGORA
		Stage 4 prov.Class/ Stage 5 start list		
		Maximum estimate time of Stage 4:		
Thursday	29 oct	Stage 5: X		
		Start Stage 5		
		Start SS 5		
		Roadbook Stage 6 – Issue		
		Competitors briefing for Stage 6	20:00	Hôtel REDA ZAGORA
		Stage 5 prov.Class/ Stage 6 start list		
		Maximum estimate time of Stage 5:		
Friday	30 oct	Stage 6: X		
		Start Stage 6		
		Start SS 6		
		Maximum estimate time of Stage 6:		
		Provisional Classification	19:00	Hôtel REDA ZAGORA
		Finale Classification	19:30	Hôtel REDA ZAGORA
		Prize Giving	21:00	ZAGORA

## 7. TERMINOLOGY

Additive	<p>Official bulletin forming an integral part of the Supplementary Regulations of the event and intended to modify them, give more details or supplement them. The additives are numbered, dated and signed:</p> <ul style="list-style-type: none"> <li>- by the organiser, up to the day of the controls and notified by the FMNR</li> <li>- by the FIM International Jury throughout the running of the event</li> </ul> <p>Riders must acknowledge receipt by signing, except in case of a material impossibility during the running of the event.</p>
Allotted time	Each linking sector must be run in the allotted time which must be respected by all riders. Any passing of this allotted time will result in a penalty by the minute
Bivouac	Zone situated between the Time Controls at the finish of one Stage and the start of the next, where all competitors regroup; this zone is located in the road book. In the bivouac, servicing is free between the competitors still in the race and with machines and/or people registered in the assistance category.
Briefing	The briefing will be held jointly by the Clerk of the Course and the organiser or his delegate. The participation of the riders is compulsory. The text of the briefing concerning security will also be published on the official board
Duration of an Event	<p>The Event starts with the administrative checks or technical scrutineering (including, if applicable, checks on the spare parts of the machine) and ends upon the expiry of one of the following time limits, whichever is the later:</p> <ul style="list-style-type: none"> <li>- time limit for protests or appeals;</li> <li>- end of the administrative checking and post-event scrutineering carried out in accordance with the Code;</li> <li>- end of the prize-giving.</li> </ul>
Disqualification	Penalty decided by the International Jury following a serious infringement of the FIM regulations
DZ	The start of the speed control zone and, when possible, marked by a precise reference marker and a waypoint (WPM or WPE). In case of discrepancy between the two, the waypoint will be binding.
Estimated time	Time estimated by the Organiser to cover a Special.
Fixed penalty (FP)	A time penalty to be added to penalties already incurred by riders in specific cases and specified in the Supplementary Regulations
FMN	National Motorcycling Federation
FMNR	Organising National Motorcycling Federation
FZ	The end of a speed control zone, marked by a WPE.
Infringement (speed control zone)	An infringement consists of one or more instances of speeding in one and the same speed control zone, defined by a DZ and an FZ. A second infringement will come about when one or more instances of speeding have occurred inside a new speed control zone.
Journal	Information book with irremovable numbered pages, with the precise time and date of the annotations
JI	International Jury



Liaison	A non competitive Section of route, in the allotted time, between two successive time checks
Marathon stage	A stage with limited assistance at the bivouac at the end of the day
Maximum time allowed	Additional time to the allotted time made in each linking sector, which, if exceeded, also in the Special, will result in the application of a fixed penalty. At this moment, the control is considered closed for the rider in question
Neutralisation	Time during which the riders are stopped by the Clerk of the Course (Parc Fermé conditions)
Official itinerary	This is represented by the passage through each waypoint featured in the road book (WPV, WPM, WPE, DZ, FZ, CP) to be followed compulsorily on pain of penalties which may go as far as disqualification
Parc Fermé	Zone in which no preparation or interventions are possible, with the exception of cases expressly mentioned in the Supplementary Regulations of the event
PC (Passage Control)	Check Point. A zone where the time card must be stamped by the marshals and which is a WPM or a WPE.
Time card	Card intended for affixing the markings of the various checks carried out over the itinerary
Pulse signal (speed control zone)	Following the permanent functioning of the GPS, a pulse signal is recorded in the GPS approximately every 150m and the speeding is displayed on the speed page of the GPS "SPD". At the finish of the Special and/or on arrival at the bivouac, the control technician notes any/all instances of speeding and makes the rider aware of such and the rider acknowledges by means of a signature .
Real time	The time actually elapsed during the course of a Special
Regrouping	Stop provided by the Clerk of the Course in order to allow the regrouping of riders still in the event and reduce the intervals (Parc Fermé conditions). The stopping time may be different depending on the riders.
Road Book	Each rider shall receive a road book, size A5, comprising a maximum of 5 horizontal lines of distances, drawings and information, containing characteristic notes and/or the compulsory waypoints, which they must observe on pain of penalties which may go as far as disqualification.
Route	This is defined by the official road book of the Event, confirmed by the driver of the opening car.
Scratch classification	Classification of all classes and categories together
Stage	Each part of the Rally or Baja separated by a camp site
Special	True speed test in real time. Special may be run over a course exclusively reserved for the competitors of the Event. Starts of Specials are preceded by or twinned with a Time Check for the starts, and followed by a Time Check after the finish.
Sporting penalty	A sporting penalty means a penalty imposed for speeding, missing a PC, or Waypoint, or unsporting conduct, or other violation committed on a Special.

Super Special	The organisation of a Super Special is optional. If one is scheduled for inclusion in the event, the riders must take part in it. Only one Super Special may be organised, which will determine the starting order for the next stage. It shall count for the classification of the event as well as any road penalties relating thereto. These penalties will be taken into account for the general classification of that stage and applied the same day.
TC / ATC / MTC	Time Control / Arrival Time Control / Main Time Control
WPV (Visible Waypoint)	A point the coordinates of which are given to the competitors by the road book and memorised into the "GPS". Towards a visible way point, all available information is displayed on the screen of the "GPS".
WPT	Waypoint (GPS point). A GPS point is a geographical point defined by coordinates of longitude and latitude. There are several types of GPS points: WPV, WPM, WPE. Each waypoint noted on the road book is a compulsory passage point.
WPM	A compulsory passage point memorised in the GPS and indicated in the road book, and the coordinates of which are not revealed to the competitors. The GPS directs the competitor towards this point only once he has come within a 3-km radius of it.
WPE (Eclipse Waypoint)	A compulsory passage point memorised in the GPS and indicated in the road book, and the coordinates of which are not revealed to the competitors. A point towards which the GPS directs the competitor once the waypoint preceding this WPE has been validated, whatever the distance between the waypoint and the WPE.

## 8. ACCEPTED VEHICLES

### 8.1 GENERAL CONDITIONS OF ADMISSION

The FIM Cross-Country Rallies World Championship is open to all the motorcycles defined in Art. 081.5: Category 1, 2 and 3.

Category Class	1 Production	2 Superproduction	3 Quads
450cc	Up to 450cc single or twin cylinder	Up to 450cc single or twin cylinder	From 250cc to 900cc single or twin cylinder (according to Art. 61.01 of the Quads Technical Rules)
Over 450cc	Over 450cc to 700cc single or twin cylinder	Over 450cc to 1300cc single or twin cylinder	

### 8.2 EXHAUST SYSTEM AND SILENCER

1) Even where the specific prescriptions for a category authorise the replacement of the original silencer or complete exhaust system, motorcycles participating on



an event run on public roads must always be fitted with an exhaust silencer that conforms to the regulations of the countries crossed during the race. The silencer will be also marked during the Scrutineering.

2) The position and geometric form of the system must conform to the FIM's technical prescriptions for the discipline. In addition, hot tubes must be efficiently protected so as to not to cause burns.

3) Exhaust systems must not be of a temporary nature. Exhaust gases must exit at the extremity of the system. Parts of the frame may not be used to carry exhaust gases.

4) Any irregularity will lead to the start being refused up to the conformity application.

5) The non-respect of the maximum sound limit (see Art.79.11 of the Enduro Technical Rules) will be penalised according to the rules. (Art. 081.8.4 of the FIM Cross-Country Rallies and Bajas Appendices).

### **8.3 LIGHTS AND ACCESSORY EQUIPMENTS**

According to the FIM specific General part for the Cross-Country Rallies Technical Rules.

The Head and the rear lights must compulsorily be switched ON during the whole running of the race. Each failure will lead to time penalties.

All the competitors must therefore have spare parts.

### **8.4 FUEL**

1) The use of 'commercially fuel' (fuel produced by a petroleum company and available via their service station network) is compulsory. Fuel may have a maximum octane rating of 98 (except AVGAS) without any other additive except for a lubricating product that is on general sale and which does not increase the octane rating. For fuel mixture only air may be mixed with fuel. The used of specific fuel must be declare at the organization committee before the 6<sup>th</sup> of October 2009.

2) The fuel supply is only permitted, (if not: under penalty of exclusion):

- At local fuel stations, and will necessarily be resolved in the local currency;
- At NPO refueling points.

3) For safety reasons, it is up to the pilot during his refueling, make sure it is installed on a non-flammable area (dry grass, brush), a respectable distance from other vehicles. It will necessarily have a fire extinguisher handy. The pilot is responsible of the refueling of his vehicles. The engine must be stopped during the fueling operation .

4) The non-compliance with the terms listed above will result in penalties up to exclusion. The use of special fuels, other than those described above, is strictly prohibited under penalty of exclusion. Checks will be made.

5) The supply of fuel is allowed between competitors.

## **9. COMPETITORS**

### **9.1 ENTRY CONDITIONS FOR THE COMPETITORS**



- The Organising Committee reserves the right to refuse the entry of a competitor, 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 an FIM rider's licence for the Cross-Country Rallies World Championship valid for the year of the event (art. 70.2.1 Sporting Code), released by his own National Federation and holding a driving license corresponding to the capacity of his motorcycle. Any copy or 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 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 rider.
- The competitor enters the Shamrock Rally of Morocco 2009 at his own risk, being fully aware of the dangers associated with the event. For this reason, the competitor relieves the Organiser 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.

## **9.2 ENTRIES**

- With the exception of licensed FRMM competitors, all competitors must necessarily be in possession of a permit to run in Morocco from their respective FMN. For French competitors, NPO will conduct a global request from the FFM.

## **9.3 ENTRY APPLICATIONS**

- Entry forms are available from the NPO competitors department which can be reached by email: [concurrents@npo.fr](mailto:concurrents@npo.fr), by phone: +33 (0) 1 41 450 305 or fax: +33 (0) 1 41 450 301. They are also downloadable on the site dedicated to the Rally of Morocco [www.npo.fr/maroc2009](http://www.npo.fr/maroc2009).
- To be considered by the organization, the Entry form must necessarily be filled in with the final names of participants, be signed with the mention « read and approved » and be accompanied by a minimum amount of pre-entry of €300 by check or with a copy of the SWIFT transfer (non refundable). Any entry coming to the secretariat of the event not accompanied by the requested deposit will not be considered.
- By the act of affixing his signature on the entry form, the competitor or participant submits to the courts only sport recognized by the International Sporting Code and the respect of the Regulation.

## **9.4 ENTRY FEES**

The entry fee with organizer's advertising for competitors is fixed as following:



<b>BIKE/QUAD + pilote Amateur*</b>	<b>CONDITIONS to be fulfilled</b>
3 200 €	❶
4 000 €	❷

\* : Amateur : every pilot not being registered on the FIA or FIM currently list.

**Conditions to be filled:**

❶ **Preferential Rates:** Only for Amateurs who respect the following agenda:

Before MAY 25th, 2009: if pre-paid 300€

Before JULY 31st, 2009: 50% of the entry fee.

Before SEPTEMBER 15th, 2009: if paid the total entry fee.

After SEPTEMBER 15th 2009: 25% supplement will be applied on these rates.

❷ **Standard rates** Competitors :

Before SEPTEMBER 15th 2009 : payment of the total entry fee.

After SEPTEMBER 15th 2009: 25% supplement will be applied on these rates.

Entries non including organizer's publicity : Standard price increased by 60%.

**CLOSURE OF ENROLMENTS : September 30th 2009.**

**RATE included:**

- Sporting rights for competitors,
- health repatriation insurance for Europe and the organiser's civil liability insurance,
- Participation to the structure of the rally,
- A place to camp into the bivouac, (tent non included)
- food (breakfast, ration and evening meal),
- Price giving ceremony and dinner,
- ID bracelets,
- For the first 20 bikes or quads registered, the transportation of a trunk of 80L and 2 wheels
- Road-books and Rally documents,
- Vehicle stickers for access to the bivouac and the service areas,

**RATE excluded:**

- Accomodations in Hôtel (optional),
- Transportation of the participants and the vehicle, ( preferential rates will be communicated by NPO after)
- Sport compulsory licence for competitors
- fuel,
- personal spending (lunch in the bivouac, local products purchase),



- safety and navigation systems rent (Sentinel, Iritrack, GPS),
- satellite phone rent and communications, (non mandatory)
- plane return,
- The €1 000 guarantee deposit, uncashed (credit card print during checks).

**Discount for 1st participation:** A discount of €300 is offered to amateur competitor who take part for the first time to the Rally of Morocco. Only one discount per crew in race. This offer is not combinable with other offers

**Discount Loyalty to NPO :** A discount of 15% is offered to amateur competitor who've taken part to the Rally OiLibya of Tunisia 2009. One discount per crew. This offer is not combinable with other offers

To benefit of these advantages, the entries must imperatively be fill in with all informations requested, and respected the agenda of payments by bank transfer to NPO, or by credit card, or by check to NPO : 110 Avenue Victor Hugo – 92514 Boulogne-Billancourt Cedex.

## 9.5 DEPOSIT GUARANTEE

A deposit of 1 000 € (by imprint of credit card) will be compulsory for each vehicle, to be provided at the administrative checks and scrutineering.

Any competitor who has not complied with this obligation will not be authorised to take the start.

This deposit will not be cashed except in case of an infringement of the regulations. This deposit will guarantee your compliance with the rules governing search and safety ; among which the obligation to report your possible withdrawal from the race, the banning of the triggering of the alarm button of the Iritrack system unless for a serious reason such as your medical safety

The 1 000€ deposit will be returned after the event and prior to December 1st 2009 to all competitors having fulfilled the obligations listed in this regulation document.

## 9.6 ASSISTANCE ENTRY FEES

### DEFINITION OF ASSISTANCE:

Any person enrolled, having paid his full participation and wearing the identification bracelet assistance. Mechanics, team managers, persons wishing to operate a motor racing, and access to areas of assistance (in the manner defined in paragraph ASSISTANCE) are considered as assistant, and having fulfilled his duty commitment. Any other participant (accompanying, VIPs, press, etc ...) can be considered as such.

<b>CONDITIONS to be filled:</b>	<b>①</b>	<b>②</b>
ASSISTANCE Vehicle < 3,5T	800€	1 000€
ASSISTANCE Vehicle 3,5T and more	1 500€	1 875€
Assistant Bracelet (mechanic, TM)	1 500€	1 875€



**Conditions to be filled :**

**① Preferential Rates:** Only for Amateurs who respect the following agenda:

Before MAY 25th, 2009: if pre-paid 300€

Before JULY 31st, 2009: 50% of the entry fee.

Before SEPTEMBER 15th, 2009: if paid the total entry fee.

After SEPTEMBER 15th 2009: 25% supplement will be applied on these rates.

**② Standard rates:**

Before SEPTEMBER 15th 2009 : payment of the total entry fee.

After SEPTEMBER 15th 2009: 25% supplement will be applied on these rates.

Entries non including organizer’s publicity : Standard price increased by 60%.

**CLOSURE OF ENROLMENTS : September 30th 2009.**

**RATE included:**

- Sporting rights for competitors,
- health repatriation insurance for Europe and the organiser’s civil liability insurance,
- Participation to the structure of the rally,
- A place to camp into the bivouac, (tent non included)
- food (breakfast, ration and evening meal),
- Price giving ceremony and dinner,
- ID bracelets,
- Road-books and Rally documents,
- Vehicle stickers for access to the bivouac and the service areas,
- The right to access and work on vehicle in race, in tue assistance area defined by the organizer.

**RATE Excluded :**

- Accomodations in Hôtel (optional, rates will be communicated by NPO after)
- Transportation of the participants and the vehicle,
- fuel,
- personal spending (lunch in the bivouac, local products purchase),
- plane return.

**9.7 ENTRY FEES for Accompanying people**

<b>CONDITIONS to be filled:</b>	<b>①</b>
ADULT	900€
CHILD (6 to 12yo)	600€



### **Conditions to be filled:**

❶ **Rate** reserved to participants who respect the following agenda:

Before MAY 25th, 2009: if pre-paid 300€

Before JULY 31st, 2009: 50% of the entry fee.

Before SEPTEMBER 15th, 2009: if paid the total entry fee.

After SEPTEMBER 15th 2009: 25% supplement will be applied on these rates.

### **RATE included:**

- ID bracelets, and rights to access to the rally,
- Health repatriation insurance for Europe and the organiser's civil liability insurance,
- Participation to the structure of the rally,
- Lodging at the hotel REDA (in TWIN room),
- food (breakfast, ration and evening meal),
- Price giving ceremony and dinner,
- Daily transportation by bus, from the hotel to assistance point.

### **RATE excluded:**

- personal spending (local products purchase),
- plane round trip or boat.

### **DEFINITION OF ACCOMPANYING:**

Any person enrolled, having paid his full participation and wearing the accompanying identification bracelet. The accompanying person may be transported (A / R) by the organization by bus from the bivouac to points of assistance every day.

NOTE: Accompanying persons can be considered as assistants, and may not be transported in a vehicle assistance. Any violation will disqualify the competitor and team concerned.

CHILD: Must be between 6 and 12 years accompanied by an adult. Minors under 18 not accompanied by a parent, must in addition to their passport, carry a permission to leave the country.

## **9.8 TRANSPORT**

The appointment to the participants of the Rally is set to Zagora. The flow of participants, vehicles and equipment is not managed by NPO.

However, NPO, offers a transport solution for Motorcycles and Quads from PARIS, MARSEILLE + 1 trunk of 80L and 2 wheels for 450 € Aller / Retour.

For the first 20 bikes or quads registered, the transportation of a trunk of 80L and 2 wheels is free.

## **9.9 PAYMENTS**

For the French competitors payments will be made by bank or postal checks to the order of NPO or by credit card .



For **Non French competitors payments** in Euros will be compulsory, by Swift Transfer, or credit cards.

Full payment for the racing competitors, the assistance crews or accompanying shall imperatively reach NPO by **September 15th** at 24 hours at the latest, exclusively by bank check, transfer or credit card.

To participate in the Rally of Morocco in 2009, each participant must imperatively be paid the amount of participation in full, no later than September 30, 2009 24:00 only by cashier's check, bank transfer or credit card at the following address:

**N.P.O.**

110 AVENUE VICTOR HUGO - 92514 BOULOGNE-BILLANCOURT CEDEX – France

**The departure will be denied to any competitor who failed to discharge its duties and obligations given their deposit check.**

**Invoicing:**

After entry and upon request a single invoice will be established on behalf of and at the address of the payer, setting out all the services paid to NPO.

In no case will NPO invoice several persons or bodies for the same participation.

**Bank information of NPO :**

CREDIT AGRICOLE ALPE PROVENCE

25, Chemin des Trois Cyprès - 13097 AIX EN PROVENCE Cedex2

Code Banque : 11306 Code Guichet : 00030

N° Compte : 80442145050 Clef RIB : 50

**9.10 REFUSAL OF ENTRY - WITHDRAWAL**

The pre-entry fees are personal and not refundable.

In order to avoid disputes cancellation of applications for entry and requests for refunds will have to be submitted in writing by registered letter with acknowledgment of receipt.

In case of cancellation of an application for entry by a competitor the following sums will be withheld:

- Not refundable handling fees (300 €/entry).
- From 26 May to 31 July 2009 : 50% of the total entry fee.
- From 1st August 2009 : 100 % of the total entry fee.

The full amount of the entry fee will be refunded by December 31st 2009 to competitors whose entry will have been refused by the Organising Committee.

After technical scrutineering and administrative checks, any competitor whose entry was refused because his car was not in conformity or his administrative papers were not in order, will not be entitled to claim any reimbursement of his entry fee.

**9.11 CANCELLATION OR POSTPONEMENT OF THE EVENT**

In case the start of the event could not be given, for whatever reason (and the following is not an exhaustive list), e.g. non obtainment of agreement by the federation and/or withdrawal of the agreements given by the federations, or of their passage agreements, political turmoil making it impossible to hold the rally, financial shortcomings making it impossible to organise the sporting or technical aspects of the rally, problems over the embarkation or disembarkation of the equipment of the competitors etc, NPO would only be liable to pay the participants the amounts of the entry fees paid to NPO.

In case the start were to be postponed NPO would immediately warn each competitor by registered letter of the new calendar of the rally. Therefore if competitors could not participate in the race because of this postponement, they would be offered 8 full days maximum from the date to receiving the registered letter with acknowledgment of receipt, in order to claim, by registered letter, the reimbursement of the entry fees paid to NPO.

In no case could the participants claim any compensation.

## **10. IDENTIFICATION AND MARKING**

### **- ACCESS TO THE RALLY:**

Access to the rally (departure and arrival of special, assistance point, assistance area, bivouac, ...), is restricted to persons wearing an identification bracelet of the Rally of Morocco in 2009 (Competitors, assistant Organizing press accompanying, VIP) and vehicles officially engaged (competitors, assistance, VIP) in possession of official stickers Rally of Morocco in 2009 affixed in accordance with plan marked NPO.

Any violation will disqualify the participant and the Team.

### **ID Bracelet**

Each participant will be given a bracelet. The organizer will check this means of identification of the participant systematically at each meal, site of accommodation, assistance area and at the entrance to the prize giving ceremony.

The presentation by the participant is required to each request of the organizer. Any defects found by a judge of fact incur a penalty of 250€.

In case the bracelet is deteriorated the participant will ask the person in charge of Competitor relationships to replace it in exchange for the old one.

A personalized badge with photo will be given to each 'ASSISTANT' to allow access to the assistance park and on the race vehicles. The presentation by the assistant is required for each request of the organizer. Any defects found by a judge of fact incur a penalty of 250 €.

### **- Marking of vehicles :**

In all categories will be marked: the frame, the engine, and the spare engine.

a) Low-engine (crankcase-box);

b) A gearbox mated to a spare engine;

c) Framework. It will be neither changed nor replaced during the course of the event. It may however be filed for review or redress;

d) The silencer.



In the Production category, the parts specified in the FIM Technical Regulations, Annex 01.

The absence or falsification of identity markings (stamps, paint or wire seals) will result in penalties up to and including the exclusion of the rider from the race

The machine and the rider are associated by a race number and will be identified by marks at scrutineering. These 3 elements are indissociable during the length of the race.

The frame is considered as all welded parts around the motor, supporting the steering column and supporting the rear suspension. The frame and the engine cases, already marked at scrutineering at the start, or all other parts, may at any moment have additional marks added.

Only the markings placed by the Technical Stewards at scrutineering will be considered.

All motorcycles equipped during the race with a non-marked frame and not carrying a race number will be excluded from the race.

Any change of engine will have to be told to the Direction of the Race at least 1 hour before the start of the following stage (up to 15 minutes penalty).

The rider is responsible to the marks and seals during the race.

## **11. ADVERTISING**

It is possible for riders to affix any advertising freely on their bikes as long as the following:

- a) is authorized by the FIM regulations and the legislation of the countries crossed;
- b) is not contrary to morals and customs;
- c) does not encroach on areas reserved to numbers plates.

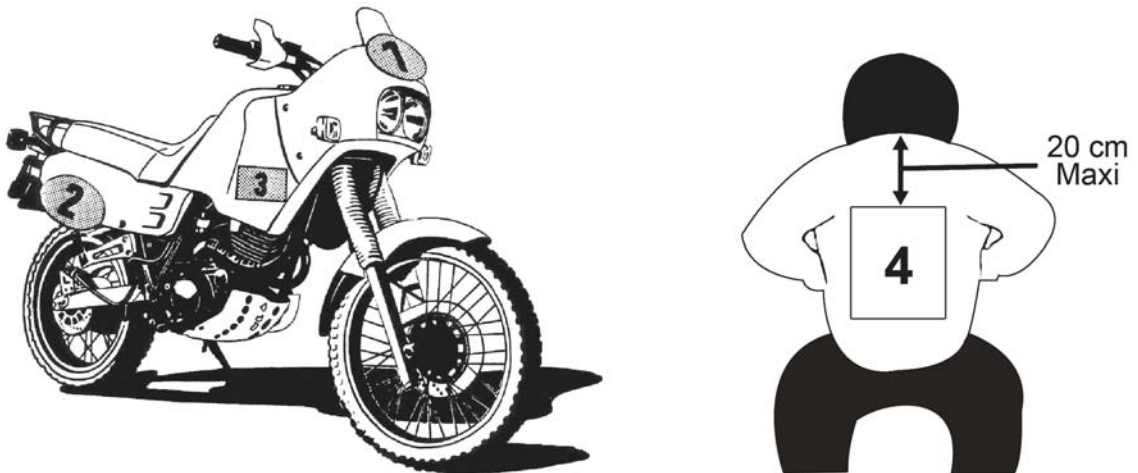
It will be provided to scrutineering the race bib and the race number plates and publicity plates (see scheme).

The affixing of all publicity plates described on the official schema remains mandatory in all cases.

### **Compulsory advertising:**

- 1** 1 front plate with race number of 24 X 30 cm
- 2** 2 lateral plates with race number of 24 x 30 cm each
- 3** 2 lateral publicity plates of 12 x 8 cm on each the motorcycle, on a vertical part

#### 4 1 race bib (full size) as issued at scrutineering



The pilot must book on his machine the space needed to affix the plates and panels. If the machine does not ideally surfaces necessary, it will be the driver to provide them, all changes are prohibited stickers (cutting etc. ...) before reporting to technical controls. No exceptions will be granted.

The bib can be cut and / or amended. The upper edge of the bib, front and rear, will be located up to 20 cm from the top of the neck of the driver. It is authorized to reproduce the bib directly into the bike if the reproduction is consistent with exact dimensions and requirements of regulations.

In case of refusal of the optional advertising, the entry fees will be increased by 60% over the rate in effect at the date of receipt of payment

These markings required to be distributed by the organization during vérifications tape. They will be present on the vehicle such as distributed throughout the duration of the rally. The organization will check every day and these markings in the absence of one of them, penalties can be applied to the participant (competitor assistance).

#### **Penalties :**

A the technical scrutineering : Start refused

At the start of each stage : 1st infraction : penalty equivalent to 100 % of the entry fee of the machine. The rider must pay the financial penalty before starting the next day's stage.

The person in charge of competitor relations based at the organiser's race control will have spare plates and stickers in the case of loss or damage throughout the rally. It is the riders responsibility to come and ask for them.

## **12. STARTING ORDER**

### **12.1 STARTING ORDER FOR THE 1st STAGE AND FOLLOWING STAGES:**

- 1) The start of the first special will be given by order of race numbers.
- 2) At the start of each stage, the first 10 riders will obligatorily start every 2



minutes. After, the following riders will take the start at one minute intervals one by one.

3) From the 2nd stage, starts will be given in order of the ranking of selective sector, all categories included. In case of tie, it's the order of race numbers which is decisive.

4) An interval of 30 minutes will be given between the ideal time to start of the last motorcycle and the first car. In any case, **After the start of the 1<sup>st</sup> car, the pilot won't be allowed to start.**

5) The rider will necessarily take the start on time planned on his time card. Any lateness in arriving at the start of a stage will be penalized of one minute for each minute of lateness. Over 30' late in relation to the ideal start time the start will be refused and the rider won't take part in the day's stage.

6) The rider must cross the start line with the engine running and with engine of his machine as the sole means of locomotion and with headlamps and rear lights working. If this not the case the rider will not have his time card returned and will have 30 minutes to start his machine or repair his lights then cross the line.

6') The start will be refused and the rider will be excluded from the race.

7) In order to properly cross the arrival of both loops, the pilot must have at least pointed to two PC in each of the two loops.

8) For each stage, the original sheet on which appear the departure times of the special and times of arrival beyond which penalties will be applied, will be displayed on the previous evening, after the organizer has announced at the briefing the start time of the first competitor.

## **12.2 STARTING ORDER OF THE LAST STAGE:**

For the last stage, the start will take place in the ranking order overall classificates from the previous day all categories combined. In case of a tie, the ascending order of the numbers is decisive.

## **12.3 NEUTRALIZATION**

1) For each stage with 2 loops a neutralization between the two loops will be effected in the form of a stop time with a mandatory minimum time of 30 minutes for all pilots. It will allow the refuelling and the assistance on the machines.

2) At the end of the first loop the pilot will have to give his checking card at the PC. It will deliver to him a new card which will appear on the hour from which the control of the neutralization allow him for the start of the 2nd loop.

3) For safety reasons the organizer or the clerck of the may have to set a start time of the second loop of the selective section beyond which the rider could not take the start.

4) External assistance on the vehicle by an authorized assistance is accepted during the neutralization in assistance area defiend by the organizer.

**ATTENTION:** Beyond the 30 minutes of neutralization the assistance time on vehicles will be carry over to the scratch time of the day's stage.

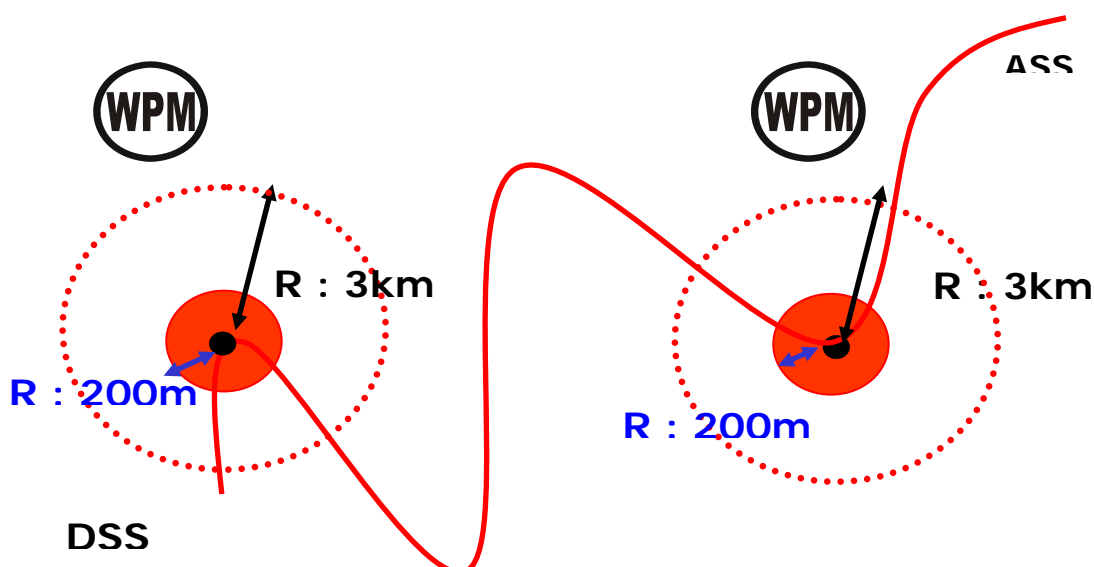
## 13. NAVIGATION AND ROAD BOOK

- 1) The road book has been composed to indicate the route to follow, some GPS points and the main dangers.
- 2) The road book, descriptions and maps describing the first stage of the race will be given to competitors during administrative checks in October 24, 2009 in Zagora. Then, the road book of next stages will be presented daily at Bivouac Arrival CH (service park) until 20:00. Riders arriving after 20:00 will go to the NPO Competitors office located in the hotel REDA, to retrieve it.
- 3) Documents authorized: the route notes of the Rally in progress (Official Road Book), the modifications proposed by the opening car which may be integrated, personal notes resulting from a previous passage during a same selective section of the rally ran several times in all or part of selective section in progress and maps, except of satellite photos.
- 4) The information transmitted from the openers will be communicated to competitors during the briefing and display.
- 5) Any recognition of the route is prohibited under penalty of disqualification.

### 13.1 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.

- 1) The GPS uses the visible, hidden (WPM) and Eclipse (WPE) way points system.
- 2) The competitor must respect the chronological order of the GPS points of the Leg concerned. However, the competitor can force the GPS to align itself on another GPS point using the key "WPT+" or "WPT-".
- 3) To validate his passage, the competitor must pass less than 200 metres from a DSS, an ASS, a WPM, a WPE or a PC whatever the nature of the GPS point used. To meet the regulations of navigation, WPM operates on the principle defined below.





## **13.2 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.

- 1) The official itinerary of the Rally is defined by a number of WayPoints Visibles (of course given by the organization = WPV). In any case the competitor can force the GPS to address to another WPT, pushing the "WPT+" or "WPT-" button.
- 2) All the GPS points will be considered as COMPULSORY passage points.

## **13.3 FUNCTIONING OF THE GPS**

GPS (compulsory in race)

The installation of an Unik GPS model, with the exception of all others, provided by the organizer and fixed to the dashboard is required.

This unit will be mounted by the technical instructions provided.

This unit can be fitted twice.

This GPS is personalized, a serial number is assigned to a competitor, no change can take place without authorization of the GPS provider.

During all the stages, it can be unlocked to allow a competitor to regain the lost route. This code should be used only for security reasons. Any use will result in penalties up to exclusion from the race.

The carrying or possession of any other type of GPS fix, mobile, integrated, or a unit with capabilities like GPS or other navigation system, satellite recording journey esteem, Inertial or other is forbidden, except for satellite phones recommended.

They will never be used or in fonction during the race .

Any incident, due to the competitor (loss, destruction, etc ...) making it impossible to read the GPS may result from the exclusion of the race.

The compulsory equipment must remain energized and kept in operation during the entire stage. The competitor will be solely responsible for the smooth functioning. Any discrepancies must be reported to the race director as soon as possible.

It is forbidden for competitors to change or switch the GPS or that they were issued. Only staff ERTF is empowered to make these changes. The serial numbers of equipment associated with race numbers can be controlled.

## **13.4 PROCEDURE IN CASE OF PROBLEM WITH GPS**

- 1) Throughout the duration of the Event, the competitor is held responsible for the checking of the working order of the GPS downloaded by the Organisers' service provider.
- 2) Le GPS must be working and remain connected permanently, with power supply and aerial(s) plugged in, throughout the duration of each Leg and each time the vehicle leaves the bivouac.
- 3) Any incident that is the fault of the competitor (loss, destruction, switching off, etc.) and that makes it impossible to read the GPS and/or any attempt at



cheating or manipulation, noted by a GPS technician, under the responsibility of the technical delegate, may result in the exclusion of the guilty competitor..

4) A controller, present at the exit from the control zone at the finish of the Selective Section and/or at the finish TC at the bivouac, checks that the competitors have endorsed the compulsory PC and buffers the scorecard of the competitor.

5) The lack of visa "DELOAD GPS" on the scorecard result in a penalty of 5 hours.

6) Under the responsibility of the Race Director, a GPS technician is responsible for downloading and checking the data, each day, of at least the first ten competitors in the general classification, to confirm that they have followed the official itinerary. the controller notes the infringements and explains them to a member of the crew or the competitor's representative who then countersigns the control form.

8) In case of dispute, the GPS is/are dismantled and sealed by a GPS technician in the presence of the competitor (or of his representative), to be downloaded by a GPS technician who, via the technical delegate, submits his analysis report to Race Control.

9) If equipment is taken by the technical delegate or his representative, the Organiser's service provider must make replacement equipment available to the competitor as soon as possible.

### **13.5 UNBLOKING THE GPS**

For safety reasons, the competitors have two possibilities of unblocking the GPS by inputting two specific codes:

- **Code « 555, Emergency code »:** For a competitor wishing to retire, this code totally frees the GPS and allows new points to be input.

**The use of this code is sanctioned with exclusion.**

- **Code « WPM »:** To get the releasing code, the competitor must make the request to the PC Race by using the function telephone of his Iritrack. This code activates the usual functions of a GPS and makes the next WPM and WPE points visibles.

Each use of this code entails a penalty of 5 hours with a maximum of 3 applications for the rally on pain of exclusion.

### **13.6 NAVIGATION RULES –VISIBLES WAYPOINTS (WPV) & INVISIBLE WAYPOINTS (WPM).**

1) When the competitor penetrates within a circle with a radius of 3 km around a WPM, the GPS displays all the usual information: COG (cap over ground), SOG (speed over ground), CTW (cap to waypoint), DTW (distance to waypoint), and the arrow.

2) To validate his passage, the competitor must pass less than 200 metres from a DSS, an ASS, a WPM, a WPE or a PC, and less than 90 metres from DZ, FZ, whatever the nature of the GPS point used.

3) A penalty equal to that of a failed PC (minimum 1 hour) punishes lack of validation of WPM, WPE, DZ and FZ.



- 4) The validation of each GPS point visible or hidden indicated in the Road Book ensures compliance with these waypoints by the competitor. Each waypoint will be numbered chronologically in the Road Book and GPS.
- 5) In case of rerouting, the organizer is obliged to amend the list of waypoints downloaded into GPS or must allow the competitor to edit this list using an unlock code.
- 6) The competitor must respect the chronological order of the GPS points of the Leg concerned. However, the competitor can force the GPS to align itself on another GPS point using the key "WPT+" or "WPT-".
- 7) Only the GPS coordinates of the points of departure (DSS), arrival Selective Sector (ASS), the bivouac and areas for assistance are communicated.

## **13.7 SPEED CONTROL ZONES**

### **1) Entry**

The start of the speed control zone registered in the GPS will be indicated in the road book by a box marked 'DZ' and by a GPS point (WPM or WPE). Competitors are prohibited from straying more than 90 metres (radius) from it, on pain of a penalty identical to that applied for missing GPS points.

90 m before this GPS point, competitors will be informed by their GPS that they are approaching a speed control zone.

The 90 m after the GPS point is considered as a deceleration "buffer" zone, before entering the control zone.

### **2) The control zone**

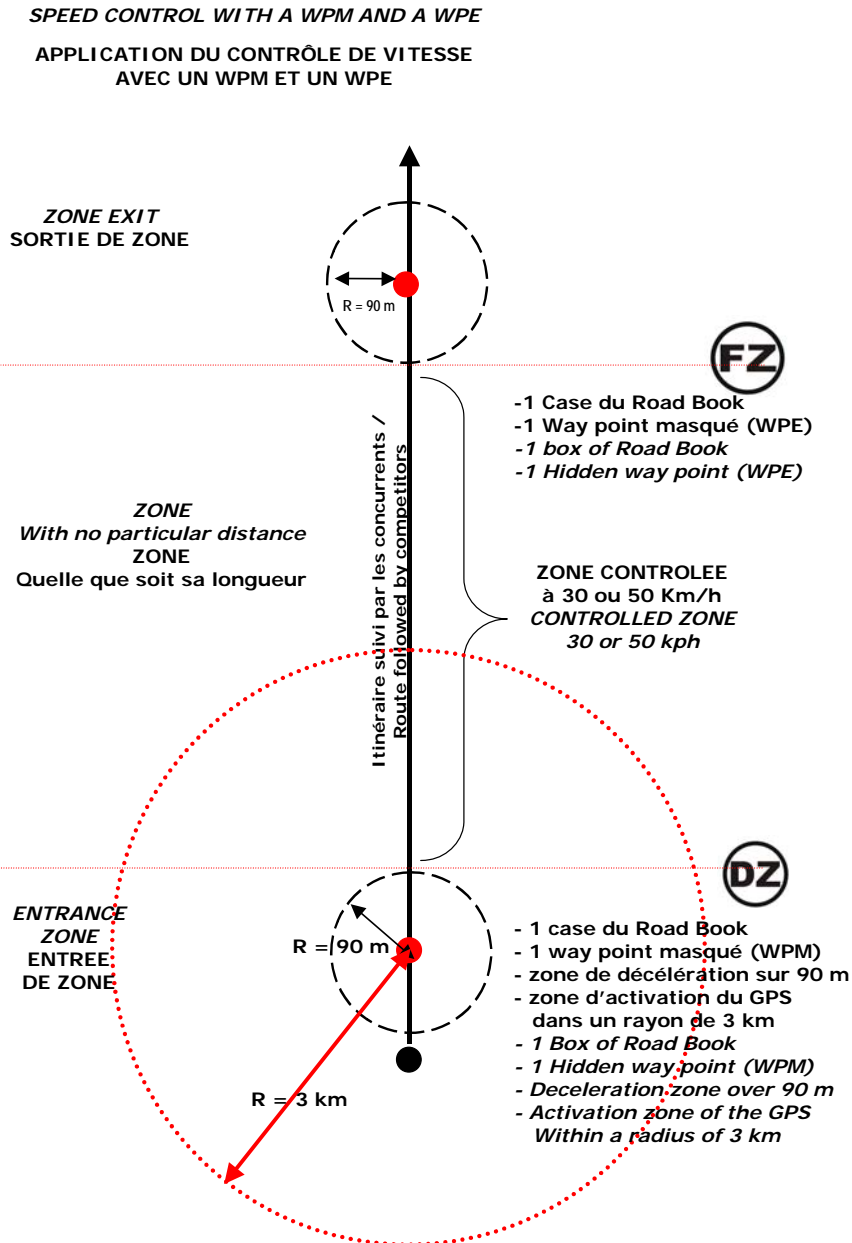
The control zone will appear permanently on competitors' GPS screens, meaning that they can in no way claim not to know either the entrance or exit of the zone. The speed of a competitor will be limited to 30 or 50 kph, at the organisers' discretion, between the point of entry and the exit point of the zone, regardless of the route taken between these two points.

### **3) Exit**

The end of the control zone will be indicated in the road book by a box marked 'FZ' and by a GPS point (WPE).

Around this point there will be a tolerance zone of 90m so as to avoid any arguments concerning the measuring of speed. Competitors can reaccelerate from this point.

### **4) Schema :**



## 14. TRAFFIC

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

1<sup>st</sup> infringement: a time penalty equal to 30 minutes;

2<sup>nd</sup> infringement: a time penalty of 1 hour;

3<sup>rd</sup> infringement: disqualification from the Rally.

### 14.1 GENERALE RULES

According to Art. 081.10 of the FIM Cross-Country Rallies and Bajas Appendices.

1) In the event of an infringement of the traffic laws committed by a crew participating in the Event, the traffic policemen, judges of fact or officials of the Event having noted the infringement must inform the offender thereof as soon as



possible. Should they decide against stopping or are unable to stop the driver in the wrong, they may request the application of the penalties provided for, subject to the following:

- That the notification of the infringement is made through official channels and in writing, before the posting of the classification of the Leg during which the infringement was committed,
- That the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, as well as the exact place and time of the offence,
- That the facts are not open to various interpretations.

2) It is forbidden, under pain of exclusion:

- to transport the vehicles,
- deliberately to block the passage of the vehicles, or to prevent them from overtaking.

3) Wearing safety equipment is required throughout the duration of the test, under penalty of exclusion from the race immediately.

4) Competitors must in all cases, adapt their speed to site conditions which are changing frequently and attention will always be needed, whatever the type of route (selective routes, off road, ...).

## **14.2 CROSSING OF INHABITED AREAS**

### **For competitors**

1) The speed of vehicles in race through the towns and villages crossed while following the road-book will be limited to 30 kph or 50 kph or less if local signposts indicate. In addition the competitor has to adjust his speed to the population and traffic. The presence or absence of signposts indicating speed limits can on no account serve as an argument in case of dispute. On the road book, all areas considered dangerous for the competitors and for the local population will be given.

### **For assistance vehicles**

1) The speed of assistance vehicles through the towns and villages crossed while following the road-book will be limited to 30 kph or 50 kph or less if local signposts indicate. The presence or absence of signposts indicating speed limits can on no account serve as an argument in case of dispute.

Any excess is prohibited. The staff of the organization will carry out checks and the International Jury will decide penalties.

### **Pulse signal**

1) In accordance with the permanent operation mode of the GPS, pulse signals are recorded in the GPS. The distance between two recorded pulse signals to be taken into account for speed controls is at least 150 m. Each of these pulse signals showing speeding is displayed on the speed page of the GPS.

2) At the finish of the Selective Section and/or on arrival at the bivouac, the controller notes all speeding and explains the offence to the competitor or to the crew.

3) If the competitor disagrees with the infringements noted, he must make a



written protest which he must then hand to Race Control so that the GPS can be downloaded.

4) Any speeding recorded by the GPS is sanctioned with the following penalties:

1st infringement: 30 seconds per kph exceeding the limit,

2nd infringement: 2 minutes per kph exceeding the limit,

3rd infringement: exclusion.

The penalties are cumulative: for one or more exceedances on the same stage, and for the whole rally.

### **Infringement**

1) An infringement constitutes one or more instances of speeding in one and the same speed control zone, defined by a DZ and an FZ.

b) The second infringement is when one or more instances of speeding occur within a new speed control zone.

c) In case of a repeated offence during the Event, the 3rd infringement (in 3 different zones) may result, for all competitors, in penalties that may go as far as exclusion, depending on the excess speed noted.

## **15. AUTONOMY AND REFUELLING**

1) The vehicles should have a minimum autonomy which will allow them to run 220 km of Specials. Each competitor will be responsible for the calculations concerning his own autonomy, and cannot enter into dispute with the Organisation if his vehicle could not cover the stated minimum distance irrespective of the track conditions. For safety reasons an autonomy of 10% more is recommended.

2) A refueling is available to competitors during neutralization. The amount of this service is 200€. This package is mandatory and non refundable in case of abandonment. This amount will be paid on or before the administrative checks, by cash.

## **16. BIVOUAC**

It is forbidden to run at an excessive speed in the bivouac areas and/or ride without a helmet, under pain of penalties which can lead to the exclusion from the race, according to a decision taken by the FIM International Jury.

The bivouac area will be determined by an imaginary circle around 1km radius whose PC of the race

## **17. ASSISTANCE**

Each competitor is responsible for his assistance and vice versa.

The entry form filled by the competitor and given to the organization will confirm the link between the competitor and his assistance team.

Racing competitors are responsible for the behaviour of the assistance enrolled by them. Racing competitors risk penalties up to exclusion if their assistance do



not respect the rules.

Only vehicles duly entered in the event or as assistance are authorised to transport assistance equipment within the weight limits imposed by the International Convention of Road Traffic.

Assistance vehicles must:

- 1) Pay an entry fee before the closure of entries on September 30<sup>th</sup> 2009 and fill out an entry form.
- 2) Carry a numbered assistance plate and the publicity provided by the organisers.
- 3) Respect and conform to the rules. They will be under the control of the race director.
- 4) Comply to the same rules as competitors vehicles in relation to the Tunisian Highway Code.

The whole stages involve an obligatory route for support vehicles as defined in the specification assistance.

## **17.1 AUTHORISED ASSISTANCE**

A machine must move under its own power, the engine running, the only force of the starter is not allowed. Otherwise, towing and/or push by a competitor in the race are allowed.

In control zones these actions will lead to the following penalties:

- Start area of a leg and/or start area of a Selective Section: start refused
- Passage Control Zone: 5 minutes.
- Time Control Zone : 15 minutes

In the control zones, once the offence detected, the vehicle may be out of the area with external assistance.

### **During a special stage :**

During a selective sector assistance is authorised:

- 1) Only by another car, motorcycle, or truck entered and still in the event.
- 2) By an assistance category vehicle, after the closure of the control of the check point following the stop of the vehicle. The assistance team or team manager must, first of all and imperatively get in contact with the Race Direction to obtain confirmation of the closing of various controls schedules and inform him of his mission.

**During transferts** in Morocco.

### **At assistance area between the 2 loops:**

- 1) By the crew of a car, motorcycle or truck motorcycle or truck entered and still in the event.
- 2) By the crew of an assistance vehicle officially entered.

### **At the bivouac :**

The assistance is ONLY ALLOWED IN THE ASSISTANCE PARK created by the organization and located in ZAGORA (downtown). The exact location of the restricted area will be communicated to competitors later. It can be only done by the accredited persons regularly engaged (bracelet + personalized badge with

photo). The only assistance vehicles allowed in the zone are the vehicles engaged as an assistance vehicle.

After a retirement any racing vehicle may be considered as an assistance vehicle if has prevented the race direction before specifying the vehicle(s) assisted.

## 17.2 UNAUTHORISED ASSISTANCE

Unauthorized and liable to a penalty that may go as far as the exclusion from the rally of the assisted vehicle(s) and teams:

- 1) The transport of spare parts or provision of assistance by a vehicle other than a car, motorbike or truck regularly entered in the rally for racing or assistance purposes.
- 2) Assistance provided any non-accredited person (other than those regularly entered for the race or for assistance).

Throughout the duration of the event, the inclusion of a third party (any non-accredited person) aboard a vehicle managed by the organization (assistance, press, raid...) is strictly forbidden, except in a case of force majeure (e.g. transport of an injured person).

Any infringement will cause the exclusion of the vehicle concerned as well as its occupants, who shall lose their entry fees.

Decisions will be made on the basis of the report drawn up by the judges of facts appointed for that purpose.

- 3) Assistance carried out by a person regularly entered but unable to show his bracelet or identification card to an official.
- 4) Assistance by a regularly entered assistance vehicle on the route of the selective section during the opening hours of CH and CP. The assistance team or team manager must, first of all and imperatively get in contact with the Race Direction to obtain confirmation of the closing of various controls schedules and inform him of his mission.
- 5) Banned and liable to exclusion from the race: any assistance by air, not managed by the Organization (no presence during the running of a leg of an aircraft having on board a person in any way connected with a competitor.
- 6) Assistance in closed or locked premises or premises with a guard, even in such premises were located in the bivouac area.**
- 7) The presence any of persons or means of locomotion not managed by the organization (car, motorbike, truck, aircraft, helicopter etc) travelling along the rally route during the rally or preceding it the same day or several days in advance, would immediately cause the exclusion of all participants in any way linked to any on of those means.
- 8) Accompanying persons, press, VIPs, organizers can not be considered as assistants. They can not be transported in a vehicle assistance and can intervent on race vehicles. **Any violation will disqualify the competitor and team concerned.**

Any infringement of the assistance regulations will entail penalties up to the exclusion of the assistance vehicle and the racing vehicles concerned, with loss the their fees.



Any decision will be taken by the race director on the basis of the official report prepared by a judge of fact.

## **18. INSURANCES**

### **18.1 CIVIL LIABILITY**

The Organizers have taken out a Civil Liability Insurance policy for sporting events in accordance with legislation.

**AGF, 28 rue de Bonnel 69435 Lyon Cedex 03 - France.**

Guarantees are acquired for Morocco.

The said contract has for purpose to cover, in case of accident, fire or explosion suffered during the rally, the financial consequences to a third party:

- 1) To competitors, corporal or material damage caused to a third party (other than competitors), to agents of the state, or any other public body being party to law and order services;
- 2) To competitors, corporal damages or damages to clothing caused between them; it is important to note that this cover does not insure against material damage;
- 3) To drivers in regard to their co-drivers and passengers due to incidents incurred on public roads of non-private use.

The entry fee includes the insurance premium to cover the competitor's Civil Liability in respect to Third Parties, limited to the following amounts:

- 500.000 € for equipment
- 6.100.000 € for bodily injury

This guarantee takes effect the moment vehicles have entered scrutineering. The guarantee finishes, at latest, on 30 October 2009 at 24:00.

Vehicles and their crews which have retired or been excluded are covered by insurance until such time as they join the finish and/or the port of embarkation via the most direct route from the location where they have retired or been excluded.

In case of an accident the competitor or his representative must make a written declaration within 24 hours addressed to the director of the race or the Crews' Relations Officer detailing the circumstances of the accident as well as the names and addresses of witnesses.

The insurance contract in no way relates to the theft of vehicles, spare parts, etc. In the case of theft occurring during the crossing of a country during the rally, the responsibility of the organizers can in no way be invoked.

A competitor and/or driver(s) enter the Cross-Country Rally « SHAMROCK- Rallye du Maroc 2009 », in full knowledge of the risks involved in such a event. They release in advance the organizers and officials of all criminal or civil liability in the event of corporeal or material damage during the Cross-Country Rally « SHAMROCK- Rallye du Maroc 2009 ».

The participant alone is responsible for the validity of the various documents required to participate, in Morocco, on the « SHAMROCK- Rallye du Maroc



2009 », in particular validities of the driving license, of the vehicle ownership documents and of the insurance.

## **18.2 MEDICAL REPATRIATION – MEDICAL EXPENSES**

The organization have taken out health repatriation insurance:

### **MUTUAIDE ASSISTANCE**

8-14 avenue des Frères Lumière - 94366 BRY-SUR-MARNE Cedex

Contrat n° PR/07/3190

Tél +33 1 48 82 62 30 / Fax +33 1 45 16 63 92 / [assistance@mutuaide.fr](mailto:assistance@mutuaide.fr)

Beneficiaries:

- Competitors, Assistance, Members of the organisation, their suppliers and their employees, Journalists and members of the media, Individuals invited by the organisers, those of their partners and all persons participating in a trip organised by NPO, the officials.

In case of bodily injury, the medical team of the rally will put in process and organise the transport of the beneficiary from the place of the accident to the bivouac of the rally or the nearest appropriate medical facility, using the terrestrial or aerial means of the rally.

Decisions will be based only on the medical aspect and the respect of the health regulations in vigour.

The contract guarantees:

- Transport from the site of the accident to the medical facility best suited to the victims injuries by the Organiser's aerial and/or land based support (bivouac, medical dispensary, hospital).
- The evacuation of serious cases by special ambulance aircraft to a hospital complex in a country bordering, either to the hospital complex nearest to the residence of the recipient.
- Transport from the airport to hospital by ambulance on arrival as well as the search for the necessary hospital services is undertaken and covered.
- Medical cost (out of home country): guaranteed up to 50,000 €.

Medical expenses over the amount of 50.000 Euro are the responsibility of the beneficiary. It is strongly advised to hold a specific insurance and to check with its insurer the guarantees of which it benefits, in particular because of his participation in a competition.

## **18.3 INDIVIDUAL ACCIDENT INSURANCE**

Competitors must contact their national federations to find out what cover their race license provides. They are also advised to take out additional insurance with the insurance broker of the their choice or with the insurance company that will be present to the scrutineering.

## **19. FIXED PENALTY**

This penalty has been created to avoid exclusion. A pilot who was present at the time control or end of selective sector beyond the maximum time or after closing

the control will be credited with the maximum time step plus a fixed penalty of 2 hours . To these penalties added any penalties for missing PC.  
It will be implemented by a fixed penalty phase.

### **19.1 OVERRUNNING THE MAXIMUM TIME ALLOWED**

If a rider overruns the maximum time allowed it will cost him a time penalty of: 2 hours.

All competitors who arrive at the end of a stage after the closure of a control may start the following stage on condition that:

- They present themselves at the start line no later than 30 minutes before the theoretical ideal time of start for the last motorcycle to take part in the stage.
- Hand in their time card for the previous stage to the Race Director or to the head of the control post of the start time control.
- Satisfy the FIM prescriptions Art. 081.10 of the FIM Cross-Country Rallies and Bajas Appendices.

The start order of the rider will be at the discretion of head of the post.

If for a given stage less than 10 riders arrive within the maximum time allowed the time allowed will be increased to the number of complete hours necessary to obtain this minimum number.

Example:

If the maximum time is 8 hours:

- Only 2 riders arrive within the time
- 8 others arrive within 11 hours the maximum time allowed changes to 11 hours.
- 12 other riders arrive within 12 hours the time allowed stays at 11 hours.

The Sporting Stewards Jury will review all other cases.

### **19.2 PENALTY**

1) Pilots who won't take the start of a stage or who be forced to retirement during the stage would not be disqualified for the following of the rally. They'll be penalised accordingly. The will appear in the overall classification and consequently on the start sheet of the next stage and they'll continue the rally in normal conditions of race, but will mark 0 (zero) point for the classification of the World Championship.

2) It is prohibited for pilots to ride in the opposite direction of the specials under penalty of a penalty of 2 hours.

3) A false start ie a start made until the controller gives the signal will be penalized of one minute.

4) Any competitor refusing to start at a special's start at the time and rank which have been awarded to him will be penalised of 1 hour.

5) Pilots who would not take the start of a stage will impose a fixed penalty of one hour in addition to other penalties and which differ according to the stages depending on the number of missed waypoints, and will mark 0 (zero) point for the classification of the World Championship.



- 6) The penalties for absence of passage at a WPM, WPE or PC are set at 1 hour per point not validated. The value of this penalty could be amended according to the profile of the stages and the number of PC planned. It would be then specified on a bulletin and communicate to the competitors before the start of the stage
- 7) The special will be run in real time with a maximum time. Any excess of the maximum time allowed will lead to the implementation of the 2 hours fixed penalty. Possible penalties for missing PC will be also add.
- 8) At the same time as their start time the riders will know the hour at which they will point at the latest to the arrival time control in order to not be penalized of 2 hours.
- 9) A pilot who would not finish the stage, would not have pointed at least to two PC through each of two loops or would submit to the arrival control after the fictitious or effective closure of the control will be credited with the maximum time allowed. Possible penalties for missing PC will be also add.
- 10) When he is unable to give his time card at the arrival control the pilot will be required to give it to the clerck of the race as soon as possible and no later than upon his return to the bivouac. It will also be obliged to contact a member of the organization so it can "deloader" the GPS and check his time card.
- 11) The loss of the checking card will incur a penalty of 5 minutes.

#### **ENVIRONMENT :**

Each person is responsible for the waste generated by his team during the event.

- 1) Waste must be retained by the team until the approved facilities provided by organizers can be used.
- 2) When refuelling or servicing of a vehicle, the participants must provide and use an environment mat to protect the ground. The competitors must remove these mats after use.
- 3) The participants must put their oil used in tanks.
- 4) Any infringement will be punished. Also, the participant will be responsible of the reparation cost.

## **20. ADMINISTRATIVE DUTIES**

Submitting a vehicle to scrutineering is considered to be an implicit statement of conformity.

Scrutineering and administrative checks will take place on SATURDAY 24 OCTOBER 2009 in ZAGORA – MOROCCO.

Each competitor will receive an invitation for that purpose, specifying the day and exact time at which he is to show his vehicle to the scrutineers and controllers in charge of these checks.

**Non-compliance with the time shown on the invitation will result in a penalty of 150€ per hour or fraction of an hour's delay.**

A time control system will be set up at the entry and exit to administrative checks as well as at the entry point to scrutineering.



The penalty for exceeding the maximum time offered will be the same as penalty for Non-compliance with the time shown on the invitation.

The vehicles will be shown to the scrutineers with their supports ,wiring and antennas of the various safety equipments mounted , ready to receive the different systems (GPS, Sentinel, Iritrack).

Any vehicle that would have appeared not to be in conformity or not adapted to the standards of the event during the scrutineering might either be put into a different group or refused to take the start (decision by the Panel of stewards). In the latter case the organiser would keep the entry fee.

During the administrative checks a **mandatory training period** will be organized to teach people the operation of the GPS and Iritrack.

## 20.1 EACH RIDER

Competitors alone are responsible for the validity of the Administrative documents required to participate in Morocco. In no case may they hold the Organizers responsible for the non-validity of these documents.

Each competitor must present original and valid documents. No copy will be accepted.

Each rider must present at the administrative checks the following **original, valid documents**:

- International FIM Licence FIM 2009 (annual or one event).
- A motorcycle **driving licence** corresponding to the cubic capacity of the machine presented.
- A **valid passport**.
- **For all competitors: authorisation to race abroad** issued by their national federation (ex: FFM for France). This authorisation is not necessary for Moroccan competitors.

## 20.2 EACH VEHICLE

Must be presented at scrutineering and administration with the following **original** documents:

- Valid **original log book** or registration certificate. Temporary registrations will not be accepted.
- **Authorisation of the owner**, if the vehicle is not in the name of the pilot.
- **Green card insurance** valid for the **Morocco**.
- **An approved helmet** (with the blood group of the rider marked on it).
- **Homologation file** or commercial catalogue (Production, Sport).

Very important : **typed list** in triplicate of **all spare parts** to be transported (for customs).

## 21. FINAL CONTROL

At the finish on 30th October 2009 machines will be placed in a Parc Fermé where each will be checked to see that it is the same as was presented at the



scrutineering at the start.

## 22. CLASSIFICATIONS

The various results (official provisional) will be posted each evening at the organizer's race control office at the organizer's hotel REDA at ZAGORA.

The official results of each stage will be published the next day at 7.00 PM at the Race Control office. They become definitive the next day at the start of the first competitor.

At the end of the rally, the official overall classification will become final at the end of the redemption period, means 30 minutes after posting.

The definitive results, only in relation to the means with which these results are calculated, and only these means, may be the subject of an appeal once the official results have been posted at the end of the race.

To feature in the final results, competitors must cross the finish line of the last stage and enter the Parc Fermé in the time allowed.

### 22.1 LIST OF PRIZES

The award ceremony will take place October 30, 2009 at Zagora. The pilot did not show up at the prize lose their entitlement to awards which were awarded without the classification is changed.

A picture of "finisher" will be given to each driver who finished the race classified.

Other cups or trophies will be awarded according to the list following hand:

#### **General Classification:**

- 1<sup>st</sup> BIKE: 1 cup  
2<sup>nd</sup> and 3<sup>rd</sup> BIKES: 1 cup for each

#### **Category Production 450**

- 1<sup>st</sup> 450: 1 cup + 500€ voucher NPO\*  
2<sup>nd</sup> and 3<sup>rd</sup> BIKES: 1 trophy for each

#### **Category Production Open (+ de 450)**

- 1<sup>st</sup> BIKE: 1 cup + 500€ voucher NPO\*  
2<sup>nd</sup> and 3<sup>rd</sup> BIKES: 1 trophy for each

#### **Category SuperProduction 450**

- 1<sup>st</sup> 450: 1 cup + 500€ voucher NPO\*  
2<sup>nd</sup> and 3<sup>rd</sup> BIKES: 1 trophy for each

#### **Category SuperProduction Open (+ de 450)**

- 1<sup>st</sup> BIKE: 1 cup + 500€ voucher NPO\*  
2<sup>nd</sup> and 3<sup>rd</sup> BIKES: 1 trophy for each

#### **Category Quad**

- 1<sup>st</sup> QUAD: 1 cup + 500€ voucher NPO\*



2<sup>nd</sup> and 3<sup>rd</sup> QUADS : 1 trophy for each

### Category Women

1<sup>st</sup> WOMAN 1 cup

2<sup>nd</sup> and 3<sup>rd</sup> WOMAN 1 trophy for each

### Challenge 1 Vétérán (more than 45 years old)

1<sup>st</sup> VETERAN 1 cup

2<sup>nd</sup> and 3<sup>rd</sup> VETERAN 1 trophy for each

### Challenge Moroccan

1<sup>st</sup> MOROCCAN 1 cup

2<sup>nd</sup> and 3<sup>rd</sup> MOROCCAN 1 trophy for each

### 1<sup>st</sup> Participation BIKE/QUAD Rally :

1<sup>st</sup> SCRATCH 1 trophy

\* Valid for all events NPO until June 30, 2010.

## 23. MEDICAL AND SAFETY EQUIPMENT

### 23.1 VEHICLE TO VEHICLE ALARM SYSTEM (type "Sentinel System")

1) To secure overtaking between competitors, the vehicle alarm system vehicle (device used to signal to competitors that may be exceeded) is mandatory for all categories.

The system chosen for the Shamrock rally of Morocco in 2009 is the system SENTINEL of the company ERTF. All competitors in the rally will be fitted with this system in order to pass scrutineering.

Order has to be done at **ERTF** :

Tel: +33 (0)2 97 87 25 85 / Fax: +33 (0)2 97 37 59 21 / [competition@ertf.com](mailto:competition@ertf.com)

2) The system must be operational during the course of each step. The startup of the equipment is the responsibility of the competitor.

Any findings of non-functioning due to driver incur a one hour observation.

Any pilot who received multiple warning sounds in a given time who did not belong to allow doubling may be penalized at the discretion of the Stewards.

They may, under the circumstances, apply other penalties (financial or time), possibly the pilot ranked team driver at fault. If challenged, an unloading device data is performed.

### 23.2 SATELLITE TRACKING SYSTEM (type «Iritrack»)

Each bike / quad has to be equipped with an Iritrack (Satellite Tracking / Alarm Device) kit. The system chosen for the Shamrock rally of Morocco in 2009 is the system of TD COM. All competitors in the rally will be fitted with this system in order to pass scrutineering.

Order has to be done at **TD COM**:

Tel: +33 (0)1 45 10 37 54 / Fax: +33 (0)1 43 86 19 17 / [rallye@tdcom.fr](mailto:rallye@tdcom.fr)

### 23.3 HELPING AT AN ACCIDENT

It must be remembered that ethics demand that a crew which 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 crew that witnesses an accident placing another competitor in physical danger must:

- **stop,**
- **press the green button on their “tracking system” (iritrack T D COM)**
- **telephone to the 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, only for the first crew which stops at the scene of the accident.

### 23.4 MEDICAL EQUIPMENT RECOMMENDED

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

- Disinfectant for 40 litres of water (hydrochlorazone or micropure),
- Eye lotion (boroclarine or equivalent),
- Aspirin or equivalent,
- 2 anti-diarrhoea medicines (immodium, ercéfuryl or equivalent),
- Antibiotics (oracline, totapen or equivalent),
- Plasters, sterile compresses, 2 bands, spradrap, 5 safety pins, elastoplast,
- Skin disinfectant (betadine or equivalent),
- Sun cream and lip salve,
- Vitamin C tablets,
- Salt pills or Negrisport Sodium,
- A calming cream (Biafine).

### 23.5 SURVIVAL EQUIPMENT MANDATORY

Each rider must carry:

- A reserve of water:
  - A fixed tank holding a minimum of 3 litres.
  - A camel back of 2 litres wearing by the pilot himself.
- Survival rations
- A torch
- A distress mirror
- A compass
- A lighter
- A general map (e.g. Michelin)
- An aluminium survival blanket (approx. 2m x 1m) for use as heat insulation and to attract search planes (1 per rider)



- 1 flash torch
- 3 red hand held smoke flares
- A very powerful horn in working condition for the duration of the event
- The Sentinel Horn system
- The GPS unit
- Iritrack system

A chest-protection and additional back protection are compulsory

Recommended but not required: The satellite phone and distress flares.

## **23.6 BACK SHIELD**

The wearing of a back protector and a jersey providing front protection is required.

Wearing a cervical collar for protection is strongly recommended.

## **24. WITHDRAWAL - EXCLUSION**

### **24.1 DEPOSIT – COMPETITOR'S DUTIES**

If you retire it is imperative that you inform the organisers by all means necessary and as quickly as possible.

**Telephone of NPO's office at Paris : 00 33 1 41 450 300**

**Or Race control: coming soon**

1) Retirement forms will be included in the road book. They must be filled in, signed and handed in to a member of the organization (controller, CP, CH or Race Director).

2) Failure to respect these important rules of safety and discipline will result in the refusal of any team's subsequent entry to any rally organized by NPO and the forfeit of the deposit.

3) In addition, in the case where a search is launched, the failure to respect the obligation to inform the organizers that you have retired, will result in the competitors financial liability for the cost of the search and/or the demand of sanctions against the competitor by their national federation.

4) In any case, to ask for an intervention from the organization whether for search or sanitary intervention, a competitor must let off his Iritrack system alarm button. May we remind you that only Iritrack system alarm button automatically gives the exact position of a competitor.

In the case of retirement or exclusion from the event:

1) Competitor must cross out their race plate and race number with black tape on pain of non-return of the deposit.

2) The transport of a competitor in a helicopter or in all other organization, medical or press vehicles, during all or part of a leg will result in automatic exclusion from the event.

3) In case of retirements, it is the competitors' responsibility to personally return safety equipment: Iritrack system, Sentinel horn system and GPS (eventually the distress beacon) to the suppliers. NPO can in no way be held responsible for the loss of this equipment, too often given to a third party.



## 25. CLOSING OF THE TRACK

1) An organisers 'sweeper truck' will close the rally special piste, as is noted in the road book. **The sweeper truck will pick up the people whose vehicle have broken down but in no circumstance will tow broken down vehicles.**

2) In any case the organization (the sweeper truck or other vehicles of organization) will retrieve the bikes that were outside the course of the special, as notified on the road book.

3) The sweeper truck unload the bikes in ASSISTANCE PARK in ZAGORA or any place that the organization has deemed most suitable for the recovery of the machine by the driver or assistance.

4) In desert sectors, it is impossible to guarantee that the sweeper truck will pass at the exact place where a vehicle has broken down. It is the competitors responsibility therefore to signal his position with the aid of the survival equipment he has on board.

5) No action may be taken against the organisers regarding this topic.

6) Drivers who leave their machine, do so on their own and full responsibility.

No appeals against the consequences of theft of their machine can be committed against the organization.

7) Competitors who refuse to be taken by the sweeper truck do so entirely at their own risk and must sign a discharge form which will be presented to them by the members of the organisation responsible for closing the piste. **No action may be taken against the organisers resulting from the consequences of the refusal of competitors to be picked up by the sweeper truck.**

8) In case of retirement during a selective sector as a result of mechanical break down competitors must wait for the sweeper truck. All using of the Iritrack system alarm button without safety reasons, and in particularly before the arrival of the sweeper truck will result in the deposit not being returned.

9) All intervention on the part of the organisation (with 4x4, truck, helicopter etc.) for the search of a competitor not on the itinerary as defined by the road book will systematically result in the keeping of the deposit cheque.

10) ) If a machine should be hoisted, the pilot would not impose the return of the deposit.

## 26. GENERAL INFORMATION FOR MOTORCYCLES AND ASSISTANCE VEHICLES

Each evening briefing is compulsory and takes place every evening at the hotel in Zagora REDA.

The entry to the Rally for the competitors and all participants includes Breakfast and Dinner at the hotel REDA and the lunck pack which will be presented with the Road-Book to the next step to competing services (REDA Hotel in Zagora).

All relevant information regarding the rally are updated regularly on the site dedicated to Rally 2009: [www.npo.fr/maroc2009](http://www.npo.fr/maroc2009)



## **27. SAFETY PLAN**

### **27.1 AIR RESOURCES**

2 helicopters with doctors provide security during the event.

### **27.2 LAND RESOURCES**

The medical vehicles will provide security on the track during the race.

1 Doctor Chief will be positioned at Race control to involve the medical team if necessary.

### **27.3 MEDICAL STAF**

The medical team will consist of a chief physician, and 10 emergency doctors, 1 physiotherapist and 2 nurses.

## **28. TV AND PHOTO RIGHTS**

All competitors recognise that the organised by NPO is a promotional operation whose reputation they can benefit from.

NPO hold all the rights necessary for the production and transmission, all the means and media, world-wide of images and sound relating to this event.

Under the control of NPO, the media (press, radio, television, cinema, website, etc.) broadcast the event and publicise the competitors and their sponsors. The media is encouraged to give space to new competitors and sponsors.

In order to permit the widest possible dissemination and promotion of the SHAMROCK RALLYE DU MAROC, any and all persons taking part in the SHAMROCK RALLYE DU MAROC for any reason (hereinafter collectively referred to as the Competitors) acknowledge and agree that their participation in the competition grants to the organisers and assignees the irrevocable right to reproduce and display, without any compensation whatsoever, their name, likeness, voice, biography and history, and more generally, their sports performance in connection with the SHAMROCK RALLYE DU MAROC, as well as the trade name(s), trade mark(s), brand(s) of their vehicle parts manufacturers, constructors and sponsors, in any and all forms, on any media (whether now existing or hereafter developed) and in any format, for all kinds of world-wide use, including advertising and/or commercial use without any restrictions whatsoever except for those mentioned hereinafter, and for the entire duration of the protection currently granted for such use by legal or statutory provisions, judicial and/or arbitral decisions of all countries, as well as international conventions (present and future), including eventual extensions that could be made to this duration. However, when the organizer authorizes a third party to use pictures of the competition for advertising or promotional purposes, the third party will not be allowed to use the name, voice, likeness, voice, biography, history or sports performance of a Competitor or the trade name, trade mark of his sponsor, vehicle parts manufacturer or constructor, with a view to a direct or indirect association between the Competitor, the trade name, the trade mark of his sponsor or vehicle parts manufacturer, and the product, service, trade name or trade mark of the said third party without the express consent of the



Competitor, sponsor or vehicle parts manufacturer.

Likewise, with the exception of books, photograph books, comic strips, in any form of publication, video cassettes, CD-ROMs, DVDs or more generally all video recording or videodiscs, on any kind of device and in any format whatsoever, dealing with all or part of the SHAMROCK RALLYE DU MAROC, posters, travel diaries, autograph books, maps, official programs of the SHAMROCK RALLYE DU MAROC, the organizer will not exploit or allow the exploitation of the individual image of the Competitor in the context of marketing by-products known as merchandising.

Competitors concede to NPO, in their name and in the name of their sponsors and/or constructors of their vehicle, the rights, in the case of all exploitation of the event, including that of sponsors, media coverage of the event, the reproduction entirely or partly on the discretion of the organiser of all supports, existing or future, world-wide, without any limitation, for the whole duration, the longest legally accepted by French as well as foreign law, the current and future international agreements, including eventual prolongation brought to this duration, the names, marques, or logos of sponsors and/or of vehicles.

Competitors and accompanying persons may not be allowed to film pictures of the SHAMROCK RALLYE DU MAROC, whatever the means used and the purpose for which they are intend to film, without the prior written consent of the organiser. In this connection, written requests must be sent at the latest by October 1st, 2009 preceding the start of the competition, to the following address:

NPO - Press Officer – 110 Avenue Victor Hugo  
92514 BOULOGNE BILLANCOURT CEDEX  
FRANCE