



FÉDÉRATION INTERNATIONALE  
DE MOTOCYCLISME

# FIM CROSS-COUNTRY RALLIES WORLD CHAMPIONSHIP REGULATIONS 2020



# **FIM Cross-Country Rallies World Championship**



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## **DEFINITION OF A CROSS-COUNTRY RALLY**

A Cross-Country Rally is a sporting event staged over varied terrain and is intended to prove the skill, the endurance of riders, and the reliability of their machines. Moreover, this discipline must reveal the skills of navigating of the Rally riders.

The terrain consists of natural landscapes and usually not modified by the organiser as follows:

- Mountains, rocky sections
- Dunes
- Rivers, dry riverbeds, mud tracks
- Open public road
- Natural vegetation, bushes, high grass, forests
- Asphalt roads, off road tracks
- Terrain with snow conditions

## General Undertakings and Conditions

All riders, teams, officials and other parties participating in the FIM Cross-Country Rallies World Championship and FIM Prize Events (hereinafter collectively referred to as the “FIM Cross-Country Rallies World Championship”) undertake, on behalf of themselves, their employees and agents, to observe all the current provisions of the:

1. FIM Sporting Code
2. FIM Cross-Country Rallies Appendices
3. FIM Cross-Country Rallies Technical Regulations
4. FIM Disciplinary and Arbitration Code
5. FIM Environmental Code
6. FIM Medical Code
7. FIM Anti-Doping Code
- 8. FIM Ethical Code**
9. FIM Yearbook
10. FIM Organiser’s Work Book

as supplemented and amended from time to time (hereinafter collectively referred to as the “FIM Cross-Country Rallies Regulations”).

It is the responsibility of each rider and/or team to ensure that all persons involved with their entries observe the FIM Cross-Country Rallies Regulations at all times.

All persons concerned in any way with an entered motorcycle or present in any capacity whatsoever in the technical and administrative area as well as the bivouac, must carry an appropriate pass at all times during the meeting.

Actions judged by the officials responsible to be contrary to the FIM Cross-Country Rallies Regulations - or judged to be unsportsmanlike or against the best interests of the sport or the meeting in question - are subject to disciplinary actions as provided by the FIM Arbitration and Disciplinary Code.

The interpretation of this current Regulations and the Supplementary Regulations is the responsibility of the Cross Country Rally Commission (CRT) (see Art. 4 of the FIM Sporting Code). Any matter not provided for therein will be subject to interpretation by the International Jury.

## 80.1 GENERAL

### 80.1.1 FIM Cross-Country Rallies World Championship, Prize Events and FIM Cross Country Veteran's Trophy.

The FIM Cross-Country Rallies World Championship is organised according to the rules of the FIM Cross-Country Rallies Regulations and the FIM Sporting Code.

The FIM Cross-Country Rallies World Championship and FIM Prize Events are held each year and include the following title/category:

#### FIM World Championship:

- FIM Cross-Country Rallies World Championship - Category 1 - **RallyGP: Group1: Moto-Rally**, for riders and manufacturers.

#### FIM Prize Events:

- FIM Cross-Country Rallies World Cup - Category 2: Rally2 - Group 1: **Moto-Rally**
- FIM Cross-Country Rallies World Cup - Category 2: Rally2 - Group 2: **Moto-Enduro**
- FIM Cross-Country Rallies World Cup - Category 2: Rally2 - Group 3: **Quads**
- FIM Cross-Country Rallies World Cup - Category 3: **SSV**
- FIM Cross-Country Rallies World Cup (Category 1: RallyGP) - Class: **Women**, for riders
- FIM Cross-Country Rallies World Cup (Category 1: RallyGP) - Class: **Junior**, for riders

#### FIM Trophy:

- FIM Cross-Country Rallies Adventure Trophy (zero assistance) - from the Category 2 - Rally2: Group 1 and 3.
- FIM Cross Country Veteran's Trophy (Category 1- RallyGP) - designed for Class: **Veteran Riders**.

A FIM Cross-Country Rallies World Championship event, allowing for exceptions duly approved by the CRT, is always open to these **three** categories mentioned here.

The total number of events listed on the FIM Cross-Country Rallies World Championship calendar is a minimum of four and a maximum of eight, which may include one or two Marathons Rallies, unless otherwise duly approved by the CRT.

#### Format:

The standard format should be as follows:

- An FIM Rally race must have between four (4) and six (6) timed Stages **including a Super Special Stage and a Marathon Stage.**

Prior the Rally, two (2) days should be prepared for the verifications, the first day should give the priority for local riders and the second day for the foreign riders.

- An FIM Semi Marathon Rally race must have between seven (7) and ten (10) timed Stages **including a Super Special Stage and a Marathon Stage (a rest day can be included).**

Prior the Rally, two (2) days should be prepared for the verifications, the first day should give the priority for local riders and the second day for the foreign riders.

- A FIM Marathon Rally must have **more than ten (10)** timed Stages including a rest day. Before the Rally, two (2) days should be scheduled for the verifications; the first day should give priority to the national riders and the second day to the foreign riders. The Super Special Stage as well as the Marathon Stage is not mandatory. The SR (Supplementary Regulations) of the Marathon Rally may include articles not present in the Regulations of the Cross-Country Rallies World Championship and/or articles different from those of the Cross-Country Rallies World Championship regulations (in order to respect the specificities and constraints of the Marathon Rally).

### **80.1.2 Eligibility of Events**

The deadline for registrations in the FIM Cross-Country World Championship calendar is 31 January of each year (for the next year's calendar) according to the FIM general standards.

Priority will be given to events belonging to the FIA Cross-Country Rallies World Cup, then to twinned events for cars-motorcycles.

Before being accepted, each new candidate event will be evaluated by the FIM (except derogation), who will take into account the inspection report, the quality of the event, the date of the Event and the existing events in the FIM Cross-Country Rallies World Championship. This evaluation will be entirely borne by the candidate organisation.

Before the start of the first round, the CRT will organise a compulsory meeting for the organisers in order to explain the new rules and protocol. An Organiser not present at this meeting will receive a fine of 580 Euros and his event could be excluded from the FIM Cross-Country Rallies World Championship calendar.

Events counting towards the FIM Cross-Country Rallies World Championship shall show in all their advertisement and on all documents relevant to the event, the title “FIM Cross-Country Rallies World Championship” together with the FIM logo and the Cross-Country Rallies World Championship logo.

#### **80.1.3 TV Rights, Title sponsor and logo of the Championship**

The FIM Cross-Country Rallies World Championship may be linked to a contractual “Title Sponsor”. The FIM will inform all the organisers sufficiently in advance.

As mentioned in the FIM Statutes, the TV and Marketing rights belong to FIM. The marketing of the TV rights will be negotiated every year between the FIM Marketing & Communications Department and the Organiser. The Championship sponsor title belongs to the FIM.

The organiser must follow the graphic charter provided by FIM for the backdrops, internet sites, the T-shirts, cups and other goodies, the souvenirs, etc. The organiser must obtain the approval of the FIM marketing department before printing or producing any items.

#### **80.1.4 Support races**

During a FIM Cross-Country Rallies World Championship event, support races can be accepted. They must be registered on the FIM International Calendar.

However, these support races must at all times receive prior authorisation from the FIM.

These support races will be exclusively international and reserved for national and international riders holding a FIM International or **Continental** licence.

Authorisation from the FIM does not imply nor include any FIM involvement in and/or liability for these support races/activities which are not run under the aegis and the responsibility of the FIM.

Priority must at all times be given to the FIM Cross-Country Rallies World Championship.

If necessary, the FIM International Jury can change the time schedule of these support races and/or cancel them.

## **80.2 OFFICIALS AND PROCEDURES**

### **80.2.1 General**

The event will be supervised by a FIM International Jury composed in conformity with the provisions of Art. 50.1 of the FIM Sporting Code.

The FIM and the FMNs shall appoint officials whose aptitude and integrity for the position they can fully justify. These officials must be in possession of a valid FIM licence for the appropriate discipline and function.

An official shall not be a rider, mechanic, sponsor, assistant or promoter participating in the event.

An official cannot hold another position in the rally except the one for which he was nominated.

At the first FIM Jury meeting, the Clerk of the Course must provide to the FIM Jury President a list of all Officials present together with the number of their national or international licence. This list will be called “List of Judges of Fact”.

All officials must remain operative and available with all the required equipment for the event in place within the time limit for lodging a protest/appeal.

## **80.2.2 Officials who hold a FIM licence**

The following officials must be in possession of a valid FIM licence:

- FIM Jury President, FIM Jury Member(s), FIM Technical Director
- Clerk of the Course (CRT Licence and Super-Licence) and his assistant
- FMNR Chief Technical Steward (Senior Licence) and his assistant
- FIM Medical Delegate and FIM Environmental Delegate
- FMNR Environmental Steward
- Chief Medical Officer (CMO)

## **80.2.3 Jurisdiction**

With the exception of the FIM International Jury, all FIM licence holders, holders of a FIM pass, officials and their assistants, and all other persons involved in the event are subject to the authority of the Clerk of the Course.

## **80.2.4 FIM International Jury**

The President of the Jury and the second Jury member are appointed by the FIM.

The third Jury member is appointed by the FMNR.

If the two Jury Members appointed by the FIM are prevented from arriving at the event in time, the FIM will decide about their replacement.

In the case that a Jury Member is prevented to arrive, the Jury President will have the casting vote.

The FIM International Jury exercises supreme control of the event in respect of the application of the FIM Codes, FIM regulations and of the SR, which it must ratify. Consequently, the Members of the Jury are responsible only towards the FMNR and/or the FIM. They are responsible for the proper application of the sporting rules during the event where they have a supervising and disciplinary function.

The FIM International Jury has no responsibility for the organisation of the event.

The FIM International Jury is the only disciplinary body of the event competent to adjudicate upon any protest that may arise during the event.

The FIM International Jury pronounces sanctions according to the provisions laid down in the FIM Disciplinary and Arbitration Code.

Decisions of the FIM International Jury are based on a simple majority. In the case of a tie, the President will exercise a casting vote.

All decisions of the FIM International Jury necessary for the running of the event as well as the results must be published as soon as possible and in the official languages of the FIM.

#### **80.2.4.1 Minutes of the International Jury Meetings**

The minutes must be written in both official FIM languages, unless the Jury agrees to accept them in one official language. They are to be prepared by the Secretary to the Jury and must be signed by the Secretary and the FIM Jury President. A copy of these minutes must be sent to the FIM Administration within 72 hours of the end of the event. At the end of the event a summary of all penalties will be attached to the report.

The minutes must state in detail the decisions taken upon any protests lodged (copies of which must be attached); the details of any accidents which may have occurred; any possible irregularities observed, as well as the opinion of the International Jury regarding the success of the organisation and any possible remarks they consider to be worthy of special mention.

#### **80.2.5 The FIM Jury President**

He must ensure that the decisions of the FIM International Jury conform to the rules of the FIM Sporting Code, to the regulations published by the FIM and the Supplementary Regulations of the event.

He shall call a meeting of the FIM International Jury at the start of the event and during this meeting the FIM International Jury shall approve and control the following matters:

- Amendments, if any, to the SR after the opening date for entries verifying that all the riders and participants engaged are informed thereof;



- Report of the Secretary to the Jury stating that all riders and participants are holders of their respective licences as well as all officials with any responsibility for the running of the event;
- Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the event;
- The safety standards of the event;
- Any amendments to safety measures proposed by the riders;
- The official permission from the local authorities to run the event and whether the third party insurance policy of the organiser satisfies the requirements of Art. 110.1.1 of the FIM Sporting Code.

The FIM Jury President has the right to invite any guests to the Jury meetings, when appropriate for the event.

At the end of each day of the event, the FIM Jury President will call a meeting of the FIM International Jury to hear the report of the Clerk of the Course, the Secretary to the Jury and any other appropriate officials. The President, together with the Clerk of the Course, must sign the official classification of the event. He must also sign, with the Secretary to the Jury, all minutes of the meetings.

At the end of the event, the FIM Jury President must send the following documents to the FIM Administration within 72 hours of the finish of the event:

- his report (using the official form)
- the results (according to the official form)
- his complete dossier with the Environmental Check-list, minutes of the meetings, justified decisions relating to the appeal lodged, summary of sanctions and penalties and, if necessary, the security deposit retained, copy of the certificate for the third party liability insurance, etc.

#### **80.2.6 The second FIM Jury Member**

He must help the FIM Jury President to fulfil his duty.

He must fulfil his duty within the FIM International Jury in case of any disciplinary or arbitration action.

### **80.2.7 The FMNR third Jury Member**

He must assist the Jury President with his knowledge of his country.

He must fulfil his duty within the FIM International Jury in case of any disciplinary or arbitration action.

He must represent his organising country.

### **80.2.8 FIM Technical Director**

The FIM Technical Director is appointed by the Director of the FIM International Technical Commission in consultation with the Director of the FIM Cross-Country Rally Commission.

The FIM Technical Director is not responsible for the technical verifications but will ensure that they are carried out in accordance with the FIM Technical Code.

The FIM Technical Director works in cooperation with the FIM Race Director and the FIM Delegate.

The authority and duties of the FIM Technical Director include but are not limited to (Please, also refer to the FIM Technical Code):

- a) The FIM Technical Director will report any concerns or deficiencies relating to the technical verifications to the FIM Race Director and FIM Delegate and present proposals to resolve such concerns.
- b) The FIM Technical Director is the final arbiter in relation to technical issues at the event.
- c) The FIM Technical Director will examine with the Chief Technical Steward the motorcycle(s) and the protective equipment of any rider(s) involved in serious or fatal accidents and present a written report to the FIM Delegate.
- d) The FIM Technical Director will attend all meetings of the Race Direction, but without voting rights.

## **80.2.9 CRT Representative**

The CRT may appoint a Representative, in a supervisory role, for each event.

## **80.2.10 Clerk of the Course**

The Clerk of the Course shall be responsible for the application of the Rules during the running of the event, which shall be under the control of an International Jury composed in conformity with the FIM Sporting Code.

The Clerk of the Course is responsible for the conduct and efficient running of the event. He cannot be a voting member of the International Jury. His essential duties are:

- To ensure that the course is in good condition; that all officials are present and ready to carry out their duties and that the safety, medical and control services are on duty;
- To verify the identity of the riders, the correct numbering of the motorcycles, and that there is nothing to prevent a rider from participating in the event due to a disciplinary sanction or for any other administrative or technical reason;
- To postpone the start of a event for an urgent case of safety or for any other case of force majeure or to proceed with the improvement of the conditions of the course; to stop an event prematurely or to cancel part of the course or the entire event;
- To prevent a rider or a motorcycle from starting, or to order his withdrawal from the event if he considers such action necessary for safety reasons;
- Respect and ensure respect of the FIM rules, he must indicate infractions and propose penalties to the FIM International Jury;
- To order the removal from the course, Stages and vicinity any person refusing to obey the orders of an official;
- To notify the FIM International Jury of all decisions taken or to be taken and of any protest addressed to him;

- To collate the reports of the timekeepers, Officials and other judges of facts and all other information necessary in order to present his report to the FIM International Jury and to have the provisional results of the event approved.

For events with more than 100 riders, an Assistant Clerk of the Course and an Assistant Technical Steward, holders of FIM licences, are compulsory.

During the running of the event, it is highly recommended that the Clerk of the Course must be present in the PC Course.

#### **80.2.11 Technical Steward**

The Chief Technical Steward and the Technical Steward, appointed by the FMNR, must verify the machines and equipment in accordance with the FIM rules and the Supplementary Regulations.

They must draw up a technical report and hand a copy to the FIM Jury President.

#### **80.2.12 Timekeepers**

Appointed timekeepers must be qualified to use the timekeeping system of the event and be in possession of a FIM timekeeper's licence and FIM CRT Sporting Steward Licence.

Before each FIM Jury meeting, the chief timekeeper must present any useful information to the Clerk of the Course and the FIM Jury.

They must produce the official results in accordance with the FIM Regulations and hand a copy to the FIM Jury President.

At the end of the event, as soon as the results are homologated by the FIM International Jury, they must send the results by e-mail to the FIM Administration ([crt@fim.ch](mailto:crt@fim.ch) and [info@fim.ch](mailto:info@fim.ch)) or by electronic way in order to be published online on the FIM official website [www.FIM-LIVE.com](http://www.FIM-LIVE.com).

The results must be sent to the FIM at the end of each event. The results of the **all** categories, **all groups** and **all** classes must be shown separately.

### **80.2.13 Environmental Steward**

The Environmental Steward, appointed by the organiser or the FMNR, shall be responsible for all environmental aspects and his only duties are:

- Ensure that the FIM Environmental Code is respected;
- Have access to all information concerning the event, and be able, prior, during and after the event, to give recommendations to the FIM Jury President or Clerk of the Course on all aspects of the event which may have harmful environmental consequences;
- Be entitled to attend all open meetings of the Jury, without voting rights;
- Draw up a report on the basis of a checklist prepared by the CIE and send it to the FIM Administration and hand a copy to the FIM Jury President,
- Propose sanctions.

### **80.2.14 Chief Medical Officer (CMO)**

The Chief Medical Officer, appointed by the FMNR, shall be responsible for all medical aspects and shall, in particular:

- Ensure that the FIM Medical Code is respected.
- Inspect all medical/paramedical services before the start of the event and regularly during the event.
- Ensure that all medical/paramedical services and staff are in their correct places and ready to function.
- Give information and recommendations on injured riders and all aspects of the event, which may have potential medical consequences.
- Draw up a report and hand a copy to the FIM Jury President.
- He must be present at all meetings of the FIM International Jury.

### **80.2.15 Competitors' Relation Officer (CRO)**

The officials responsible for relations with the riders must be readily identifiable and could be present at:

- The administrative and technical controls;
- The start and finish of stages;
- Regroupings;
- All meetings of the FIM International Jury.

The task of the officials dealing with riders consists of:

- Informing the riders and constantly acting in collaboration with them;
- Providing precise answers to all persons raising questions;
- Giving all information and additional details concerning the running of the Cross-Country Rally;
- Avoiding transmission to the FIM International Jury of any questions that can be satisfactorily resolved by providing precise explanations, unless the question concerns a protest, e.g. supplying details of times contested.

This task can be entrusted to an Assistant Clerk of the Course.

#### **80.2.16 Responsible of the tracking system**

The responsible of the tracking system called in a manifestation must be qualified to use the tracking system used.

Before each FIM Jury meeting, the person responsible of the tracking system must submit all relevant information's to the Clerk of the Course and to the FIM Jury.

#### **80.2.17 Responsible of the GPS system**

The responsible of the GPS system called in a manifestation must be qualified to use the GPS system used.

Before each FIM Jury meeting, the person responsible of the GPS system must submit all relevant information's to the Clerk of the Course and to the FIM Jury.

#### **80.2.18 Responsible of the Electronic Road Book**

The responsible of the Electronic Road Book called in a manifestation must be qualified to use the Electronic Road Book.

Before each FIM Jury meeting, the person responsible of the Electronic Road Book must submit all relevant information's to the Clerk of the Course and to the FIM Jury.

### **80.2.19 Transport and accommodation of the FIM Officials**

The organiser will bear all the cost of the FIM Jury President, FIM second Jury Member and the FIM Technical Director.

This mean:

- Round trip transport from their home to the event.
- Accommodation during the event, in a convenient, superior class hotel.
- Transportation during the event in such a way to allow them to be able to check the running of the event (rental car or car with a driver).

The Organiser must inform the FIM Officials about these arrangements as soon as possible.

The cost for other FIM Delegates (Environmental, Medical, CRT Representative, etc.) will be borne by the FIM.

## **80.3 SUPPLEMENTARY REGULATIONS AND INSURANCE**

The Supplementary Regulations must be published at least in one of the two official languages of the FIM and must be approved by the FMNR and the FIM. One copy must be sent to the FIM Administration no later than two months before the date of the event for approval by the FIM. As soon as accepted, the SR will be published on the FIM website.

The SR must be drawn up in conformity with the standard model established by the CRT and must specify that the event will be conducted in conformity with the current Appendix. It must also include the detailed description of the medical support available by air and land during the event as well as the maximum time granted to the riders for each day, accompanied by detailed itineraries (except for the Selective Sections). The complete time schedules and details with the number of kilometres has to be sent to FIM Administration 30 days before the start of the event and also the detailed organization of the various checkpoints including officials assigned to these functions.

No amendment may be made to the SR after its approval by the FIM or the FMNR and after the opening date for entries. However, in exceptional circumstances, the FIM International Jury, or if the latter has not yet been appointed, the FMNR, may authorise an amendment to the SR provided that it is subsequently approved by the FIM International Jury and brought to the attention of all persons concerned.

Any modifications or additional provisions shall be announced by additives, which will be dated, numbered and signed. These additives will form an integral part of the Supplementary Regulations and shall be posted on the official notice board for the Rally. They shall also be communicated directly to the riders in the shortest possible time.

The organiser must also provide to the FIM Administration, 20 days before the event, a copy of the third-party liability insurance of the organiser in accordance with local laws and respecting the provisions laid down in Art. 110.1.1 of the FIM Sporting Code.

For Rallies crossing several countries, the organiser must also provide the relevant authorisations of the FMNs concerned.

The interpretation of the SR is the responsibility of the CRT.

## **80.4 ENTRIES**

All entries must be made in writing on an entry form and all information regarding the rider, team, sponsor and make of the machine must be indicated.

The entry forms must be printed in the official languages of the FIM and shall mention Art. 60.5 of the FIM Sporting Code.

Any person wishing to take part in an event must send to the Secretariat of the organiser the entry application signed and accompanied by the amount of the entry fee which will be increased by 100 % for the riders refusing the advertising of the organisers. The amount of the entry fee must be specified in the SR.

The entry fee will be fully reimbursed:

- a) to applicants whose entry has been refused;
- b) in the event that the Rally is not held.

In order to cover a withdrawal at the last minute by any rider, the organisers must subscribe to or propose a cancellation insurance policy permitting the reimbursement of fees paid.



The FMN that issued the licence, the FMNR or the organiser may refuse an entry for justifiable reasons. The refusal and justified notification must be sent in writing to the applicant at the latest during the 72 hours following the closing of the entries. Also within this time limit, the notification must be sent to the FIM Administration and to all the FMNs that have riders who sent an entry form.

The CRT can revoke a refusal of entry coming from the FMNR or the organiser, if the refusal is considered not founded by the CRT.

## **80.5 INSURANCE**

- a) The entry fee includes the insurance premium giving the rider and the participants third-party civil liability cover in accordance with Art. 110.1.1 of the FIM Sporting Code. The insurance will take effect two days before the administrative and technical control and shall cease two days after the official end of the event or after abandonment or official disqualification.
- b) The terms of this cover must be specified in the Supplementary Regulations.
- c) The FMNs which are not part of the FIM insurance program must guarantee their riders will be covered at all rally events (international, continental and FIM World Championship) in such a way as to meet the requirements set by the FIM/TSM, and for no less than the equivalent of the amounts shown.

## **80.6 ENTERED RIDERS**

The riders must obligatorily be holders of:

- a) A valid FIM Cross-Country Rallies World Championship licence in accordance with Art. 70.2.1 of the FIM Sporting Code and Art. 09.1 of the FIM Medical Code. To obtain this licence from his national federation, the rider must undergo and pass successfully an echo-cardiogram, once in his lifetime and an exercise tolerance electrocardiogram valid three years.

- b) A valid original driving licence and **International driving licence** corresponding to the type and capacity of machine used (photocopies are not accepted). **Riders must carry their driving licence all the time when on the bike.**

All participants undertake to indemnify and hold harmless the FIM, the FMNR, the CONUs, the FIM promoters, the organisers and officials, the employees, officers and agents, from and against any and all liability to third parties for any loss, damage or injury for which he is jointly and severally liable.

A rider is responsible of the behaviour of his mechanics, assistants or manager and any infringement to the regulations will be borne by the rider.

When the engine of a motorcycle is running, the driver must wear his helmet.

Any anti-sport, unfair, incorrect or fraudulent action effected by the rider shall be judged by the International Jury who shall decide on any sanction according to the FIM Disciplinary and Arbitration Code and regulations.

#### **80.6.1 Bib numbers**

FIM would allocate the bib numbers to the permanent riders in each category.

The **3** first numbers of each category will be allocated in the ascending order to the **3** first riders who scored points in the FIM Cross-Country Rallies World Championship/World Cup of the previous year. The number will correspond to the final position of the rider. **If those riders choose another number, those three numbers will not be allocated.**

A rider from **category 1** who wants a specific number (a number above **3** and below **100**) must make a request to the FIM Administration before **15 December** of the **previous** year of the Championship.

A rider from category 2 who wants a specific number (number from 101 to 199) must make a request to the FIM Administration before 15 December of the previous year of the Championship.

A rider from category 3 who wants a specific number (number from 801 to 899) must make a request to the FIM Administration before 15 December of the previous year of the Championship.

Each organiser will allocate the remaining free numbers to the other riders. However, they should, when possible, give a rider the same starting number this rider had if he rode previously in another round of the FIM Cross-Country Rallies World Championship of that year.

A list with permanent riding numbers will be **established** in collaboration with the teams and riders.

The list will be published and sent to the organisers.

## **80.7 MOTORCYCLES, CATEGORIES AND OTHER SPECIFICATIONS**

The Championship is open to motorcycles and quads (hereinafter collectively referred to as “motorcycles”) duly covered by a registration certificate and adapted to off-road use. The registration certificate must always reflect the modifications made to the motorcycle, in particular to the capacity, make, type and commercial description. These motorcycles and their equipment entered must, throughout the competition, comply with the International Vienna Convention of 1968, the national legal requirements for road traffic of the country in which the vehicle is registered, the road legislation of the country where the event is held and with other rules specified in the Supplementary Regulations. In case a competition motorcycle does not need registration in the country where it comes from, the motorcycle must still respect the FIM Sporting and Technical rules.

## **80.7.1 Categories, Groups, Classes and Trophy**

The categories are as follows:

- Category 1: RallyGP  
Group 1: Moto-Rally World Championship (Up to 450cc)
- Category 2: Rally2  
Group 1: Moto-Rally World Cup (Up to 450cc)  
Group 2: Moto-Enduro World Cup  
Group 3: Quad World Cup
- Category 3: SSV World Cup

The following classes will be implemented in **Category 1 and 2\***:

- Class 1: Women World Cup
- Class 2: Junior World Cup
- Class 3: Veteran Trophy

**\*In 2020, only classes from the Category 1 will be awarded.**

**An Adventure Trophy will be introduced for riders in the category 2 for Group 1 and 3.**

All the other categories i.e “Over 450cc” do not count towards the FIM World Championship and Cups.

### **80.7.1.1 Category 1: RallyGP World Championship**

**This category is open to the vehicles of Group 1.**

#### **Group 1 - Moto-Rally:**

**These vehicles must comply with the FIM Technical Rules for Cross-Country Rallies.**

**The maximum capacity is 450cc.**

**Number plates: Yellow background with black numbers (RAL Colour table: Yellow 1023, Black 9005).**

## **Participants:**

The riders must be holders of a valid FIM RallyGP licence.

The RallyGP Category is reserved for “experienced” riders only. The riders must be accepted by the CRT Bureau according to their sporting curriculum vitae.

The maximum speed for the vehicles in Group 1 is 150 km/h.

### **80.7.1.2 Category 2: Rally2 World Cup**

This category is open to the vehicles of Group 1, 2 and 3.

#### **Group 1 - Moto-Rally:**

These vehicles must comply with the FIM Technical Rules for Cross-Country Rallies.

The maximum capacity is 450cc.

**Participants: Free**

The maximum speed for the vehicles in Group 1 is 150 km/h.

Number plates: White background with Black numbers (RAL Colour table: White 9010, Black 9005).

#### **Group 2 - Moto-Enduro:**

These vehicles must comply with the FIM Technical Rules for Cross-Country Rallies.

**Participants: Free**

The maximum speed for the vehicles in Group 2 is 130 km/h.

Number plates: Black background with White numbers (RAL Colour table: Black 9005, White 9010).

#### **Group 3 - Quads:**

These vehicles must fulfil the FIM Technical Rules for Cross-Country Rallies - Quads category.

Please refer to the Technical Rules, Quads, for the capacity authorised per group.

**Participants: Free.**

**The maximum speed for the vehicles in Group 3 is 130 km/h.**

Number plates: White background with Black numbers (RAL Colour table: White 9010, Black 9005).

#### **80.7.1.3 Category 3: SSV World Cup**

**These vehicles must fulfil the FIM Technical Rules for Cross-Country Rallies - SSV category.**

**Driver and Co-Driver: Free**

**The maximum speed for the vehicles in Category 3 is 130 km/h.**

Number plates: Orange background with Black numbers (RAL Colour table: Orange 2000, Black 9005).

#### **80.7.1.4 Women World Cup**

To collect points for the Women's World Cup, a rider from the Women Class can use a machine of **Category 1**.

#### **80.7.1.5 Junior World Cup**

To collect points for the Junior's World Cup, a rider can use a machine of **Category 1**.

Age of the rider: the rider must be aged less than 25 years (at 1<sup>st</sup> January of the year of the Championship) and holder of a driving licence valid for the motorcycle he will ride.

#### **80.7.1.6 Veteran Trophy**

To collect points for the Veteran Trophy, a rider can use a machine of **Category 1**.

Age of the rider: the rider must be 45 years minimum (at 1<sup>st</sup> January of the year of the Championship) and holder of a driving licence valid for the motorcycle he will ride.

### **80.7.1.7 Adventure Trophy**

The Adventure Trophy is open to Riders from Category 2, Groups 1 and 3 without any form of Service, who do not have any registered race or Service companion and gives rise to the application of specific sports regulations.

Each rider will have a personal trunk which should be used for storage of Riders' personal belongings, spare parts, tools and accessories. The rider can also have 1 set of wheels and 1 set of tire.

The Organisation will transport the trunk during the Event from the 1<sup>st</sup> Stage until the finish of the Event.

All information will be stipulated in the SR.

Number plates: Red background with White numbers and White letters "ADV" (RAL Colour table: Red 3020, White 9010).

### **80.7.2 Change of engine**

Any change of engine must be indicated to the Clerk of the Course or the Technical Steward/FIM Technical Director, at the latest before his start, on pain of a penalty of 60 minutes.

### **80.7.3 Number of engine**

Changes of engine during the Rally are free, in quantity, but a time penalty will be applied as follows:

1<sup>st</sup> change: 15'

2<sup>nd</sup> change: 45'

3<sup>rd</sup> and following change: 120'

The spare engine(s) must have identical technical specifications and must be marked by the Technical Stewards during the first technical inspections, for use during the entire duration of the event. The number of engines presented at the preliminary technical inspection is free.

## 80.7.4 Identification

The organiser shall provide each rider with a set of identification plates comprising 1 front plate and 2 side plates called number plates. The organiser shall also provide one bib measuring 26 cm x 30 cm, bearing the racing number which should be clearly worn on the rider's back.

The size of the stickers for the **Moto-Enduro** must be: cm. 17 x 23.

The size of the stickers for the **Moto-Rally** must be: cm. 25 x 18.

The size of the stickers for the Quads must be: cm. 28 x 18.

The Quads must have an “aileron” plate (cm. 28/18 minimum) that can show the riding number on both sides.

**The size of the stickers for the SSV must be: cm. 42 x 44 to be affixed on both side of the SSV and another one on the roof.**

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

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

At any time during the Rally, the absence of or incorrect affixing of an event number panel or plate shall result, for each offence noted, in a time penalty, as provided for in the Supplementary Regulations. Before the start of each stage, the simultaneous absence or incorrect affixing of at least two event number plates or the bib will ban the rider from starting.

Each evening, the organiser must be able to supply riders with new number plates and bib, by asking the Competitors' Relation Officer.



A bracelet on which is noted the HQ number will allow riders to be identified. Any default noted by an official will result in penalties equivalent to 10% of the entry fees. In case of damage to the bracelet, the rider must inform the Competitors' Relation Officer, who will provide a replacement in exchange for the damaged item.

### **80.7.5 Advertising**

Riders shall be free to affix any advertising on their motorcycles provided that it:

- a) is authorised by the FIM Rules and the laws of the countries ridden through;
- b) is not contrary to public decency and customs;
- c) does not overlap on those areas which are reserved for the number plates and the organiser's requirement, as described in the SR.

The compulsory advertising of the organisers must conform to the laws of the countries ridden through as well as to the FIM Rules.

### **80.7.6 On-board Camera**

Cameras or any additional devices, including the holders, on the riders including the helmets are forbidden.

- First offense: warning
- Second offense: 5 min penalty

## **80.8 TECHNICAL INSPECTION AND ADMINISTRATIVE CONTROL**

The only riders who are authorized to go to the administrative control and Technical inspections for the FIM World Championship and FIM Prize events are the ones who complies with Art. 80.7.1.

### **80.8.1 Administrative control**

Prior to the start of the event, an administrative control must be organised, in order to check the licences, driving licence, make and model of the motorcycle, and compliance of the motorcycle with the category in which it has been entered.

During this administrative control, various safety equipment, map, roadbook, emergency phone number and other information will be distributed to the riders.

## 80.8.2 Preliminary Technical Inspection

Prior to the start of the event, a technical control must be carried out in accordance with the procedure and the times fixed in the FIM Regulations and/or the Supplementary Regulations of the event.

### 80.8.2.1 Markings

The following parts will be marked as described below, in such a way as to ensure their identification. The parts so marked must be used throughout the entire competition and must be in their proper place at the final examination. Paint markings on the crankcases and silencer must be heat resistant. The rider is responsible for the continued presence of all seals and marks.

The Technical Stewards may check, at any time, the presence of these identification marks. The substitution of the original components or disregard of these regulations is strictly forbidden. Any fraudulent act that is recorded and, in particular the presentation of retouched identification marks as being intact, shall result in a penalty up to the disqualification of the rider, as well as that of any rider who has aided or abetted the offence; this shall not prejudice any more severe sanctions that may be requested of the FMNR or the International Disciplinary Court, pursuant to Art. 3.1.3 of the FIM Disciplinary and Arbitration Code.

Any offence to the provision of the marking of parts is considered as a statement of fact.

Parts	Marking	Number	How or where marked
Crankcase	Paint*	1	Right or left side
Spare engine	Paint*	1	Right or left side
Frame (Chassis for Quad) main section	Paint + *	1	Right hand steering head
Silencer	Paint*	1	On the top

\* or non removable (destructible) sticker.



Marking is restricted to these four parts only and must be done with paint or a non-removable sticker. The use of a marker pen is forbidden.

The frame consists of all welded parts surrounding the engine and supporting the steering column and the mounting points for the rear suspensions. The frame must not be changed or replaced during the running of the event. However, the frame may be left for servicing and repairs.

**80.8.2.2      Sound Control**

All the motorcycles must pass the sound control test, carried out according to Art. 01.79 of the Cross-Country Rallies Technical Rules, during the preliminary examination and marked by the organiser. For this test, the intakes of the air filter box of the machine must not be obstructed and material (sponges, cloths, foams, etc.) must not be placed inside the air filter box, except the air filter element.

The maximum limit of the sound level, using the 2 Meter Max method is fixed at:

For all engine types	
Checks <u>before</u> the race	117.0 dB/A <b>(114 as of 2021)</b>
Checks <u>during</u> <u>and after</u> the race	118.0 dB/A <b>(115 as of 2021)</b>

If a motorcycle does not pass the sound control test, the rider must immediately solve the problem before the next sound control test.

**80.8.3      Technical Inspection during the Event**

During the whole event the FMNR Technical Steward, under the supervision of a Jury Member or the CRT Technical Director, can check any motorcycle. The time spent for this test will be granted to the rider. The rider is responsible at any time of the Rally for the technical conformity of his motorcycle.

For the sound control, if during the test, the machine exceeds the maximum level allowed during the race and after the race according to Art. 01.79 of the FIM Cross Country Rally Technical Rules, the rider will be penalised as followed:

- 1<sup>st</sup> offense: 15 minutes of penalty
- 2<sup>nd</sup> offense: 60 minutes of penalty
- 3<sup>rd</sup> offense: disqualification from the Event or other penalties given as provided for in the FIM Disciplinary and Arbitration Code.

For repairs, control, etc., the following applies:

a rider wishing to repair or replace the silencer of his machine can do so at the end of the day after the final time control, no later than 60 minutes after his time limit or no later than 60 minutes before his next scheduled starting time.

The rider has 30 minutes to complete this task.

During the 30 minutes allocated, the rider may request as many sound control tests as he wishes.

After 30 minutes, the rider will be asked to present his machine to the official responsible for controlling the sound level of the machines.

If the sound level is still above the required standard, the rider will be penalised according to the above-mentioned rule.

If the silencer is changed during the day, the rider must present it to the technical steward in order to be marked with a different paint or sticker.

At the end of the day, a sound control test will be carried out during the 30 minutes allowance. If the test is passed, the silencer will be marked with the official paint. If not, the rider will be penalised according to the above-mentioned rule (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code).

The competent bodies or officials can disqualify at any time during the event a motorcycle, the construction or condition of which is considered to be or may become a source of danger.

Any refusal to present the machine to a control requested by the Technical Steward will be sanctioned up to disqualification, if necessary.

#### **80.8.4 Technical Inspection at the end of the Event**

Without it being an obligation, a complete and detailed control involving the dismantling of the motorcycle of riders ranking in the first places of each category, as well as of any other rider, may be carried out at the complete discretion of the International Jury, either acting on their own initiative or following a protest, or on the advice of the Clerk of the Course.

If an engine must be controlled and completely dismantled and if there are not the appropriate technical conditions at the end of the rally, the motorcycle must be sealed and shipped to the country of the organising FMNR.

The disassembly and the control of the engine takes place with the representative of the manufacturer of the said motorcycle, in the presence of a Technical Steward appointed for the event. The transportation costs are at the charge of the organiser.

#### **80.9 FUEL**

In Europe, the fuel used, i.e. normal roadside unleaded pump fuel, shall be in accordance with the FIM Cross-Country Rallies Technical Rules.

Outside Europe, if the fuel available for the riders in the country(ies) crossed does not answer the FIM specifications, the organiser will have to make the characteristics of this fuel appear in the Supplementary Regulations, in conformity with the last paragraph of Article 63.01.2 Cross-Country Rallies Technical Rules.

A fuel control may be carried out at any time during an event, according to Art. 63.05 of the Cross-Country Rallies Technical Rules. A rider whose fuel fails to meet the Cross-Country Rallies Technical Rules will be disqualified from the whole event.

The rider is liable for the reimbursement of the costs of the test and other penalties may be imposed.

All protests requesting a fuel control must be accompanied by a security deposit of 730 EUR paid to the FIM International Jury or the FIM (supplementary controls).

## **80.10 RALLY HEADQUARTERS**

The Rally Headquarters (Rally HQ) must be fully operational before the start of the first competitor until the last competitor is back at the Bivouac, without any break.

It must be equipped with all the necessary transmission equipment for communication with the helicopters, the Tango (medical car) the sweeper truck, start and finish of the Selective Sections, TC, CP etc.

It must be equipped to accommodate the staff in charge of the satellite tracking system, the coordinator of the search and rescue team, the Clerk of the Course, etc.

**It must be fully accessible to the FIM Officials and located as close as possible to the bivouac.**

### **80.10.1 Journal**

The organiser will keep an information book with irremovable numbered pages. This journal will be hand written with the precise time and date of the annotations. It will be composed of all messages sent or received at the Rally HQ in chronological order as well as all the information regarding the advancement of the event. It will remain at the disposal of the Clerk of the Course and the FIM President of the Jury. An electronic secured version of the journal is also allowed.

At the end of each Stage, the Rally HQ must report the main event of the day to the FIM International Jury (withdrawal, sweep, accidents, injuries etc).

## **80.11 ROAD BOOK, NAVIGATION AND BRIEFING**

The route of the Rally is secret until the Road book/GPS is distributed to the riders.

Organisers using a different GPS system from the one described hereafter must mention in their Supplementary Regulations the functioning of their system and the possible unlocking codes.

### 80.11.1 Official Itinerary

The official itinerary (Selective and Road Sections) is recorded in the GPS(s) supplied to the riders. The validation in a chronological order of each Waypoint (WPV, WPM, WPE, WPS, WPC, DZ, FZ, CP) localised on the road book guarantees the respect of this itinerary by the riders. Each point will be numbered in chronological order on the road book and in the GPS.

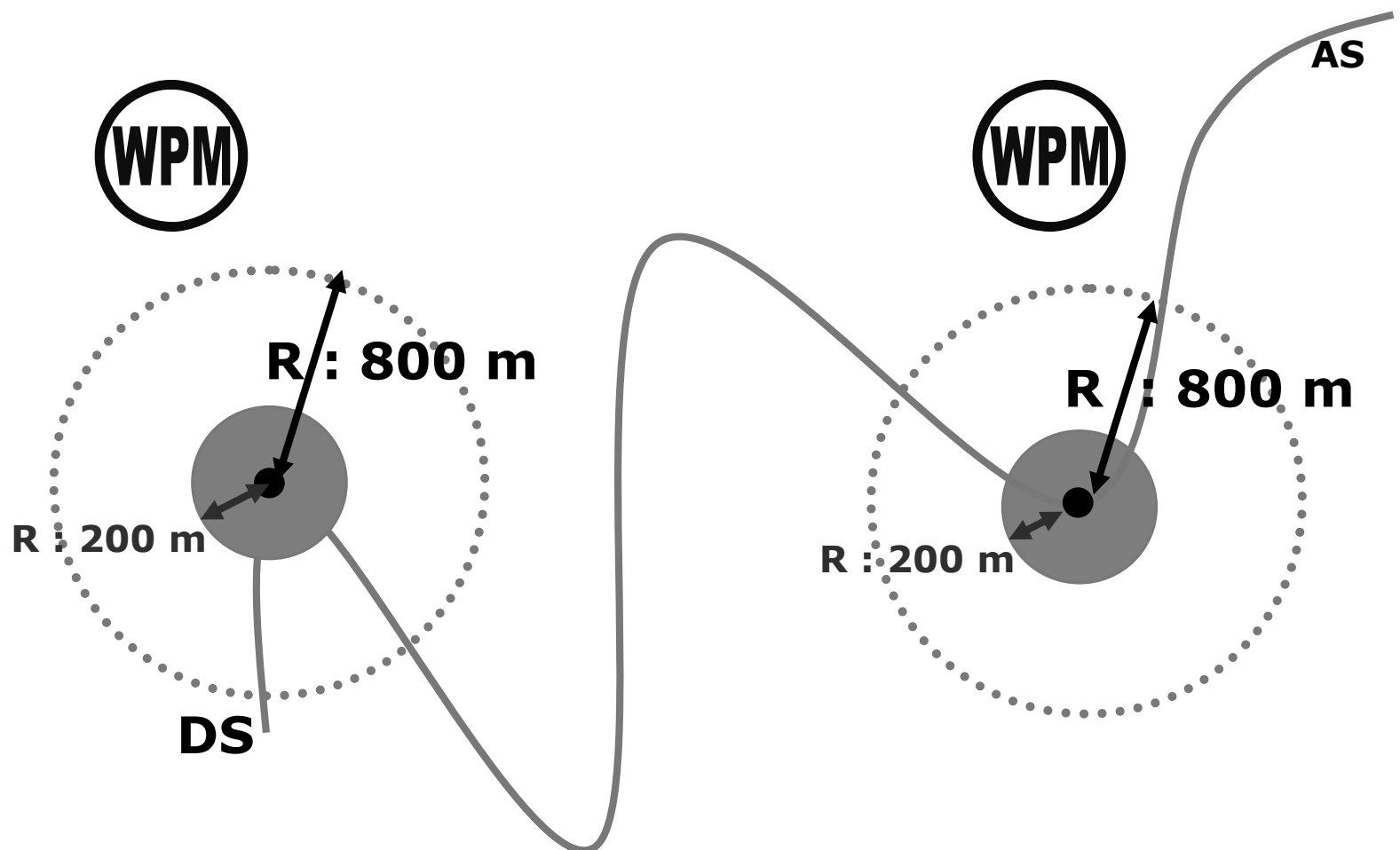
A WPM or WPE is also affected at DZs and FZs of the Speed Control Zone.

The Clerk of the Course and the Jury President must be in possession of this itinerary including all the GPS points.

### 80.11.2 Waypoints

A waypoint (WP) is a geographical point defined by longitude and latitude coordinates. There are several types of waypoints:

- a) WPV (Waypoint visible): A waypoint whose coordinates are communicated in the road book. Moving to a visible waypoint, all information is displayed on the GPS screen. To validate a WPV, a competitor must pass within 200 meters of it.
- b) WPE (Waypoint Eclipse): A waypoint that becomes completely visible on the GPS once the WPE, WPV, WPS or WPM preceding this WPE has been validated, irrespective of the distance between the WPE, WPM, WPV, WPS and WPE. To validate a WPE, a competitor must pass within 200 meters of it.
- c) WPM (Hidden Waypoint): A waypoint whose coordinates are not revealed to competitors. The GPS directs the competitor to this point only once within 800 meters of the latter. To validate a WPM, a competitor must pass within 200 meters of it (see diagram below).



- d) WPS (Waypoint Security): A waypoint used to guarantee the safety of competitors, indicated in the road book and whose coordinates are not revealed to the competitors. The GPS only directs the competitor towards this point once he has arrived within a radius of **800 meters** of the latter. To validate a WPS, the competitor must pass within 90 meters of it.
- e) WPC (Control Waypoint): A Control waypoint is a waypoint which allows verifying the respect of the Road Book, without any information of navigation being provided by the GPS other than the order of passage compared to the other waypoints or boxes of the Road Book and its name.

A WPC should never be placed off track. In addition, the organiser will use as many WPCs as needed to avoid any possibility of shortcuts.

To validate a WPC, the competitor must pass within 300 meters of it.



In all circumstances, the table below must be respected:

WAYPOINTS	Unmasking of Radius in meters	Validation of Radius in meters
WPV	Always visible	<b>90</b>
WPE	Unmasking after the validation of the previous Wpt or 3000 m	<b>90</b>
WPM	800	<b>90</b>
WPN	<b>1000</b>	<b>200</b>
WPS	<b>800</b>	90
WPC	Without	300
CP	1000 (because DZS)	90
DSS	WPE or WPV if not on liaison	200
ASS	1000	90
DZ	1000	90
FZ	WPE	90
DZS	1000	90

At each waypoint, the odometer must be recalibrated automatically.

### 80.11.3 Functioning of the GPS

Only the waypoints for the start and finish of the stages and Selective Sections will be given.

Between two WPM's, the GPS will only show the compass heading and the speed. Once the competitors have entered the 800 m radius around a WPM, the GPS will display all the usual functions of a GPS: COG, SOG, CTW, DTW.

To validate their passage, riders must pass within at least 90 meters of a WPM.

Riders must respect the chronological order of WPTs of the stage under consideration. If this is not the case the GPS will only display the compass heading followed and speed. Nevertheless, the riders may force the GPS to reset on another WPT by pressing the “W+” or the “W-” button.

#### 80.11.4 Penalties

Missing waypoint (WPV, WPM, WPE, WPC, WPS, DZ, FZ): **will be defined every day on the first page of the road book or in the modification note of the day.**

**Penalties for missing CPs, check Art. 80.22.3.**

#### 80.11.5 Road Book

All riders will receive a road book, (paper or electronic) which will indicate the itinerary which has been reconnoitred and which will be “opened” and “swept”. Only this route is opened and validated by the opening team. It will indicate compulsory points of passage (WPV’s, WPM’s, WPE’s, WPS’s, WPC’s, DZ’s, FZ’s, CP’s) which must be respected on pain of penalties.

**The use of the Electronic Road book is optional in 2020. No protest will be accepted concerning the availability or the use of the electronic road book.**

Between two compulsory points of passage the itinerary of the road book is recommended.

Any danger !!! (Danger 3) must be a WPS (validation at 90 meters), and in the box before this danger !!! (Danger 3), the odometer must be automatically recalibrated.

In the first road book the complete list of symbols (according to the model at the end of the Appendices) must appear. The road book of each stage will have in its first pages the description of the stage. The list of symbols and the descriptions must be in two languages minimum, including English.

The modification notes in the road book made by the organiser’s opening team must be signed by the Clerk of the Course and posted on the official board at the latest at the opening of the briefing the day before the stage concerned.

These notes complete the road book by the addition of some information about directions and danger.

Only are allowed on the rider and his machine the notes of the current Leg (Official Road Book), the modifications of the opening team which can be included in the Road Book. Possession of **maps given by the organiser** is permitted except satellite photos.

The addition of any other notes on the road book such as: Caps, geographical indications useful for navigation, distances, GPS points are strictly prohibited. Checks will be carried out on the road books used by the riders and, if necessary, they will have to give it back at the finish of the special stage to the steward in charge of retrieval.

- 1<sup>st</sup> offense: 3 hours penalty
- 2<sup>nd</sup> offense: disqualification

A Selective Section or a Road Section running on an existing track will feature in the road book as a solid line.

A Selective Section or a Road Section running “off-track” will feature in the road book as a broken line.

Riders must, in all cases, adapt their riding to the conditions of the terrain which will change frequently. The greatest attention must be paid at all times, whatever the type of route (Selective Sections, Road Sections, off track...).

A dedicated room can be organised (not compulsory but recommended) in order for the riders to prepare their road-book. If such a room is organised, it has to be written in the Supplementary Regulations. In this case the prepared road-book will be kept by the organiser and distributed just before the start of the stage. If no room is organised, the road book will be distributed to the riders at the arrival of the liaison of the previous stage.

At any time after the finish line, the jury has the right to ask the riders to give their road book. Moreover, if there is a protest (or after an accident), the rider must give his road book to the jury.

If the organiser has the necessary equipment to print the road book in colour, including the notes of the opening team, the road book may be distributed 1 hour before the departure of the leg or the stage of the day.

#### **80.11.6            Unblocking of the GPS**

For safety reasons, riders will have two means of unblocking their GPS by using two specific codes:

##### **1.    Code “Emergency code”**

For a rider wishing to retire, this code will completely unblock the GPS and allow the rider to introduce new points manually.

The use of this code will be sanctioned by 6 hours penalty per use.

## 2. Code “WPM”

This code, given by the race control at the request of the rider via his Satellite Tracking System, allows the GPS to function “normally” and display all the waypoints, DTW, CTW, COG, SOG and will change the Hidden Waypoint (WPM) and the WPS into a Visible Waypoint (WPV).

All uses of this code will result in the following penalties:

- From the 1<sup>st</sup> to the 3<sup>rd</sup> use: 3 hours penalty per use
- From the 4<sup>th</sup> use: 6 hours penalty per use

### 80.11.7 Checking procedure

Throughout the duration of the rally, riders are responsible for the correct functioning of their GPS(s) downloaded by the organisers. The GPS(s) must be switched on and connected permanently to their power supply and aerials throughout the entire stage. All actions caused by riders (loss, destruction, switching off etc.) making it impossible to read the GPS and / or all attempts at fraud or manipulation noted will result in penalties to be decided by the Jury of Sporting Stewards and may be up to disqualification.

Checks will be carried out at the end of Stages. According to the model of GPS, the rider must:

- Either put their GPS(s) on the “checks” screen on their arrival at the TC. All the waypoints will appear on a screen page either ‘clear’ or in “grey”: not validated or validated. The person carrying out the checks will note any infractions and these will be counter signed by the rider. If a notified rider refuses to sign the Check Form he/she will receive a 10’ penalty. The controller will then add a slip of paper to the rider’s time card and will send a copy to the race direction.
- Or, return his GPS to be downloaded. The person responsible of the control of the GPS will provide the list of infractions to the clerk of the course.

In the case of a protest, accompanied by the appropriate deposit, the rider has half an hour after notification to make a written protest to the Clerk of the Course. The GPS(s) will then be dismantled and sealed by a technical steward in the presence of the rider (or his representative) before being examined by a technician who will hand his report to the Clerk of the Course and to the rider.

### **80.11.8 Briefing**

The main briefing must be done in English, then a translation into other languages can be done. After each briefing it is compulsory for each organiser to display it on a paper on the official board. It is recommended to send to all riders the minutes of all briefing (by email, social media, etc..).

### **80.11.9 Opening of the route**

The main task of the Off-Road Vehicle Opener is to improve the safety of all competitors by making the rally route in advance and, if necessary, making changes or additions to the route notes, changing the course or, in certain circumstances, by recommending the cancellation of a selective sector.

The organisers are asked to propose a competent crew including if possible a former motorcycle rider of renown for the opener vehicle. The opener cannot be a rider having traced the course.

This vehicle must be a “Rally” type vehicle (or a Quad) with all the necessary equipment.

The full opening team must be ready at the place of departure 4 days before the start of the Rally. Opening tasks start 3 days before the start of the rally.

## **80.12 ROUTE**

The Route is divided into Stages that comprise one or several Selective Sections (SS) connected by Road Sections.

Throughout the duration of the event, the riders must strictly comply with the traffic regulations of the countries through which the event passes. Any rider who does not comply with these requirements will be penalised as follows:

- a) 1<sup>st</sup> infringement: a time penalty equal to 30’;
- b) 2<sup>nd</sup> infringement: a time penalty of 1 hour;
- c) 3<sup>rd</sup> infringement: up to disqualification.

The police or officials who record any infringement of the traffic regulations by a rider must inform him of it in the same way as for 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 the 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;
- c) the complaints are not susceptible to diverse interpretations.

## **80.13 STAGES**

The distance in km of the daily Stages must be adapted to the difficulties of the terrain, in such a way that the riders may arrive by daylight in normal racing conditions. Stages of more than 700 kilometres, including Road Sections and Selective Sections, can be authorised if the organiser's request is justified, and with the appropriate measures of security. This request for derogation must be sent to the FIM Administration as soon as the draft of the itinerary is complete.

After each Stage, a minimum rest period of six hours is compulsory. A minimum rest period of 18 hours is compulsory after ten Stages or after 6000 kilometres have been completed. The Clerk of the Course may allow a rider to start a new Stage without proof of the six hours rest, once only in a ten-day period, according to the advice of the event doctor. In this case, the rider must turn up one hour before his theoretical start.

## **80.14 SUPER SPECIAL STAGE**

The organisation of a Super Special Stage is compulsory. All riders must take part in it and the result will count for the classification of the event as well as any road penalties relating thereto. A multiplying factor of 4 will be applied to each time of this Super Special Stage.

It will be run in the form of a Selective Section, with a minimum length of 2 km and a maximum length of 10 km. Each rider will be able to make a reconnaissance lap on his own machine at reduced speed. The Supplementary Regulations must specify the Max speed and the Max Time of this Super Special Stage.

The course of the Super Special must be marked or signposted. There will be no waypoint and no speed control.

#### **80.14.1 Super Special Stage Spectacle**

A Super Special Stage Spectacle can be organised each day near the bivouac or a city in order to bring the sport close to the spectators. This Super Special Stage Spectacle will have the same sporting rules as the Super Special Stage but will not be timed.

#### **80.15 SELECTIVE SECTIONS (SS)**

Selective Sections are run on tracks and sections of “road” open to the public. The greatest care is recommended in relation to other possible users.

The Selective Sections must be such that all the riders can complete them entirely during the day in normal racing conditions.

It is forbidden to give the start of a Selective Section at night.

At sunset, if riders are still riding in the Selective Section, a permanent watch must be organised at the Rally HQ.

In agricultural and forestry zones and areas sensitive to the environment and security, defined by Waypoints and marked on the Road Book, the itinerary and all the boxes in the road book must be strictly respected. It is notably forbidden to “cut” corners through fields, forests, orchards and swamps.

This strict respect of the route will also be applied to the Super Special Stage which must be marked.

Any infringement to this rule will be penalised by 15’.

In all other cases, only GPS points given by the organiser are considered as compulsory passage points. The road book is only a navigation tool.

It is forbidden to deliberately block the passage of motorcycles or prevent them from overtaking.

It is forbidden for riders to ride in the opposite direction of the Selective Sections, under threat of penalty which may result in disqualification from the event.

### **For Category 1:**

In a stage, the cumulative length of the Selective Sections should be between 300 and 600 kilometres.

Refuelling will be provided no later than 250 kilometres. During this refuelling, the race will be neutralised for at least 15 minutes. The refuelling zone cannot be a servicing.

### **For Category 2 and Category 3:**

In a stage, the cumulative length of the Selective Sections should not exceed 300 kilometres. The same track of the Category 1 (RallyGP) can be used but have to stop earlier).

Refuelling for Group 1 and 3 and Category 3 will be provided no later than 250 kilometres. During this refuelling, the race will be neutralised for at least 15 minutes.

Refuelling for Group 2 will be provided no later than 125 kilometres. During this refuelling, the race will be neutralised for at least 5 minutes.

The refuelling zone cannot be a servicing.

## **80.15.1 Start of a Selective Section**

At the start of a Selective Section, when the motorcycle comes to a stop in front of the starting control, the timekeeper on duty will enter on the time card of the rider the true starting time of the motorcycle concerned (hour and minute), then will call out the last 30 seconds, 15 seconds and last five seconds one at a time. After the last five seconds, the starting signal will be given and this must be immediately followed by the starting of the motorcycle.

Remaining for more than 30 seconds on the start line, after the starting signal, will incur a penalty of two minutes.

Any rider refusing to leave at the start of a Selective Section at the time and in the position that have been allotted will be penalised, possibly by disqualification from the event.

The start of a Selective Section at the time indicated on the time card can be delayed by the timekeeper.



A start made before the official has given the signal will be penalised by one minute. This penalisation does not rule out more serious sanctions that may be applied by the FIM International Jury, particularly in the case of a repeated offence.

When a rider is unable to present his motorcycle with his engine running at the start of a Selective Section, the penalty shall be one minute per minute of lateness.

### **80.15.2          Arrival of a Selective Section**

The arrival at the Selective Section will be judged at speed, with the panels being arranged as follows:

- a) yellow chequered panel (start of zone)
- b) after about 100 metres, red chequered panels (arrival at speed)
- c) at a distance of about 150 to 300 metres, 2 red panels (timepiece and STOP) and a final beige panel “zone exit” with 3 cross bars.

A voluntary stop between the yellow warning panel and the STOP panel is prohibited, under threat of penalty that may result in disqualification from the event. Timing is recorded on the finish line, with printer-type clocking-in equipment. It is highly recommended that the organiser install a “photo/finish” camera (Onboard camera type, GoPro or other) in order to solve the ties. The latter will be duplicated by hand-held stopwatches.

At a distance of about 150 to 300 metres after the finish, the rider shall stop at a time check signalled by a red clock and a red STOP panel. The timekeeper on duty will enter on the time card the arrival time (hour, minute and second), which will also be the starting time for the following Road Section (hour and minute). Any rider not stopping at the STOP panel to enter his time will be penalised, up to disqualification.

The arrival times are recorded on the basis of seconds.

If a “ceremonial finish” is planned at a different location from the actual finish, the details of the procedure regarding Time Control etc, must be stated in the SR.

## 80.16 SPEED CONTROL ZONE

In the zones defined as Speed Control Zones, the speed of the riders, in the Road Sections as well as in the Selective Sections, will be limited; the value of this limitation will be indicated in the road book. Moreover, it is the responsibility of the rider to adapt his speed to the local population and the traffic.

These zones will be marked on the road book by a box marked “DZ” (start of the zone), a FZ box (end of the zone) and the maximum speed allowed. The absence of indicating signs for speed cannot give cause for protest. The buzzer or alarm signal is not official information to indicate the Speed Control Zone. If there is an audible and/or visual alert, it must be triggered at 5km/h before the instruction.

All the liaison zones will be considered as “Speed Control Zone”.

In some cases, when the riders have to reduce their speed significantly, at the crossing of a road for example, a speed control zone (DZ - FZ at 40 km/h) will be defined.

Overtaking is authorised, on condition that the maximum speed authorised in the zone is not exceeded.

Speed controls will be done by means of the GPS.

In a Speed Control Zone, if the speed limit is exceeded, a signal can appear on the GPS screen to indicate excess speed with a recording of this.

A deceleration area of 90 metres around the start of the zone as well as an acceleration area of 90 metres around the end of the zone will be allowed.

A Speed Infringement (SI) is made when the maximum speed is exceeded once or several times in the same Speed Control Zone.

When speeding, a pulse signal is recorded in the GPS every 150 m or every 10 seconds. Each pulse signal (IMP) will be penalised as follows.

- up to 20 km/h: IMP X 1'
- between 21 and 40 km/h: IMP X 2'
- more than 40 km/h: IMP X 6'

Example: Zone limited to **40** km/h. A rider passes the first two pulse signals at 100 km/h then the 3<sup>rd</sup> at **70** km/h, the 4<sup>th</sup> at 52 km/h; the other ones are below the limit.

Calculation:  $2 \times 6' + 1 \times 2' + 1 \times 1'$  Total of the penalties: 15 minutes.

The second Speed Infringement will be when speeding once or several times in another Speed Control Zone. The Number of Speed Infringements (NSI) will be added during the event. From the second offence and for all the following, each pulse signal (IMP) will be penalised as follows:

- up to 20 km/h: IMP X 1' X NSI
- between 21 et 40 km/h: IMP X 2' X NSI
- more than 40 km/h: IMP X 6' X NSI

Example: in the second Speed Control Zone of the rally, limited to **40** km/h, the same rider passes the first pulse signal at 72 km/h, the 2<sup>nd</sup> at **58** km/h, the 3<sup>rd</sup> at **41** km/h; the other ones are below the limit.

Calculation:  $1 \times 2' + 2 \times 1'$  Penalties: 4 minutes x 2 which makes a total of 8 minutes of penalties, as it is the 2<sup>nd</sup> Speed Infringement (NSI = 2), then x three for the third Speed Infringement (NSI = 3), x fourth for the fourth Speed Infringement (NSI = 4) etc.

The controls will be ordered by the Clerk of the Course or the FIM International Jury and executed by a GPS technician in the presence of an official or a Judge of facts.

The FIM International Jury can give a disqualification if the relapse of speeding is considered intentionally.

### **80.16.1 Start of the control zone**

The entry of a speed control zone recorded in the GPS will be indicated on the road book by a box marked “DZ” and by a safety waypoint (WPS). To validate the entry of Zone “DZ”, the rider must pass at less than 90 meters (radius around the WPS “DZ”).

In a radius of 1000 meters of this WPS, the rider’s GPS will become active (DTW, CTW with arrow) so as to guide the rider to the start of the zone.

90m before this GPS point the rider will be informed by his GPS that he is approaching a Speed Control Zone (deceleration).

The 90m situated after the GPS point, is considered as a deceleration zone (zone of tolerance), before entering in the control zone.

### **80.16.2 Speed Control Zone**

The control zone will appear permanently on riders’ 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 rider will be limited to the maximum speed allowed between the point of entry and exit point of the zone, regardless of the route taken between these two points.

### **80.16.3 End of the Control Zone**

The end of the Speed control zone with a GPS will be indicated on the road book by a box marked “FZ” and by an eclipse waypoint (WPE).

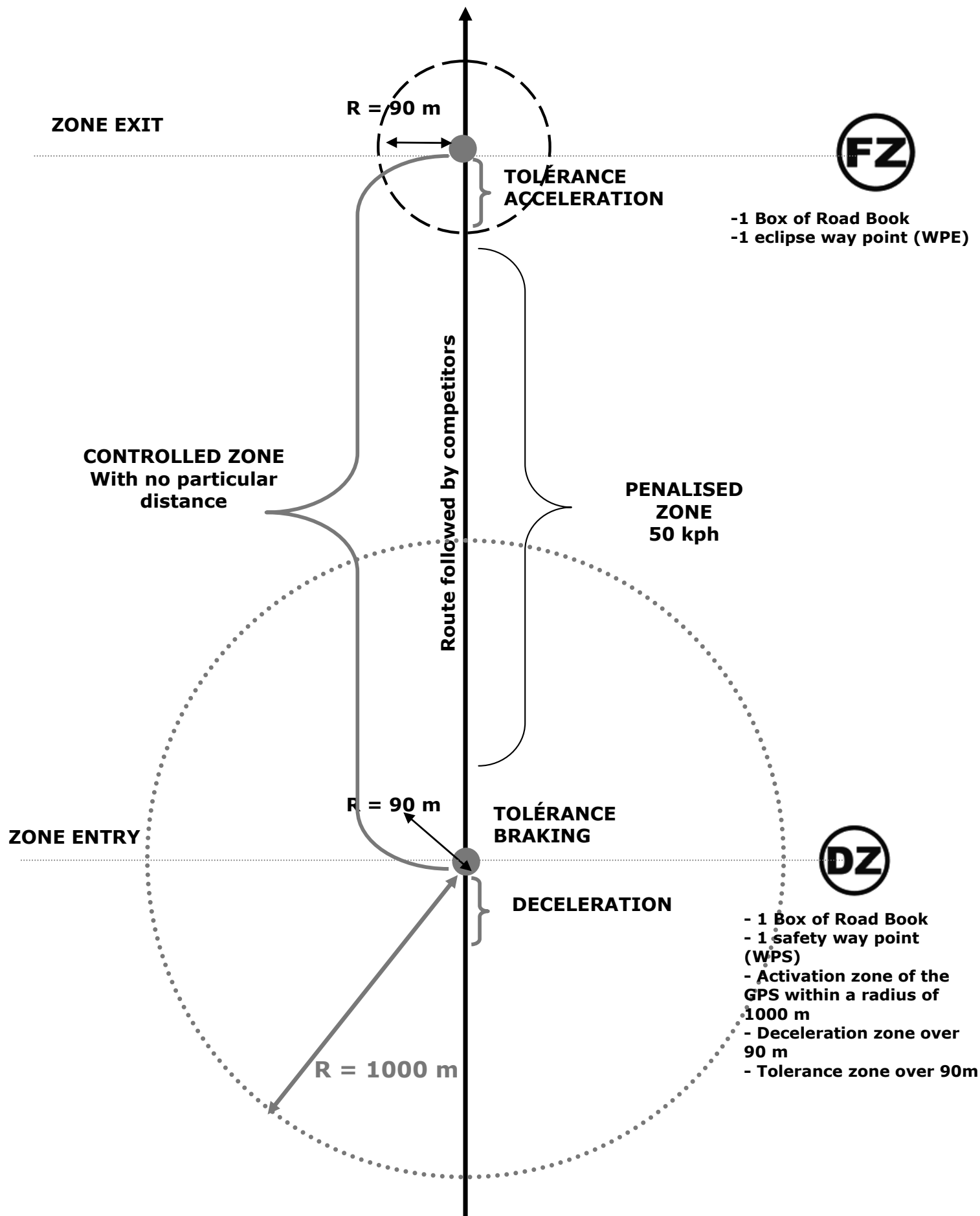
Around this point with a radius of 90 meters a zone of tolerance will be set in order-to avoid any arguments concerning the measuring of speed.

Riders can re-accelerate from this zone.

The exit point of the speed control zone is a compulsory point of passage. To validate the exit of Zone “FZ”, the rider must pass at less than 90 metres (radius around the WPE “FZ”).



**SPEED CONTROL WITH A WPS AND  
A WPE**

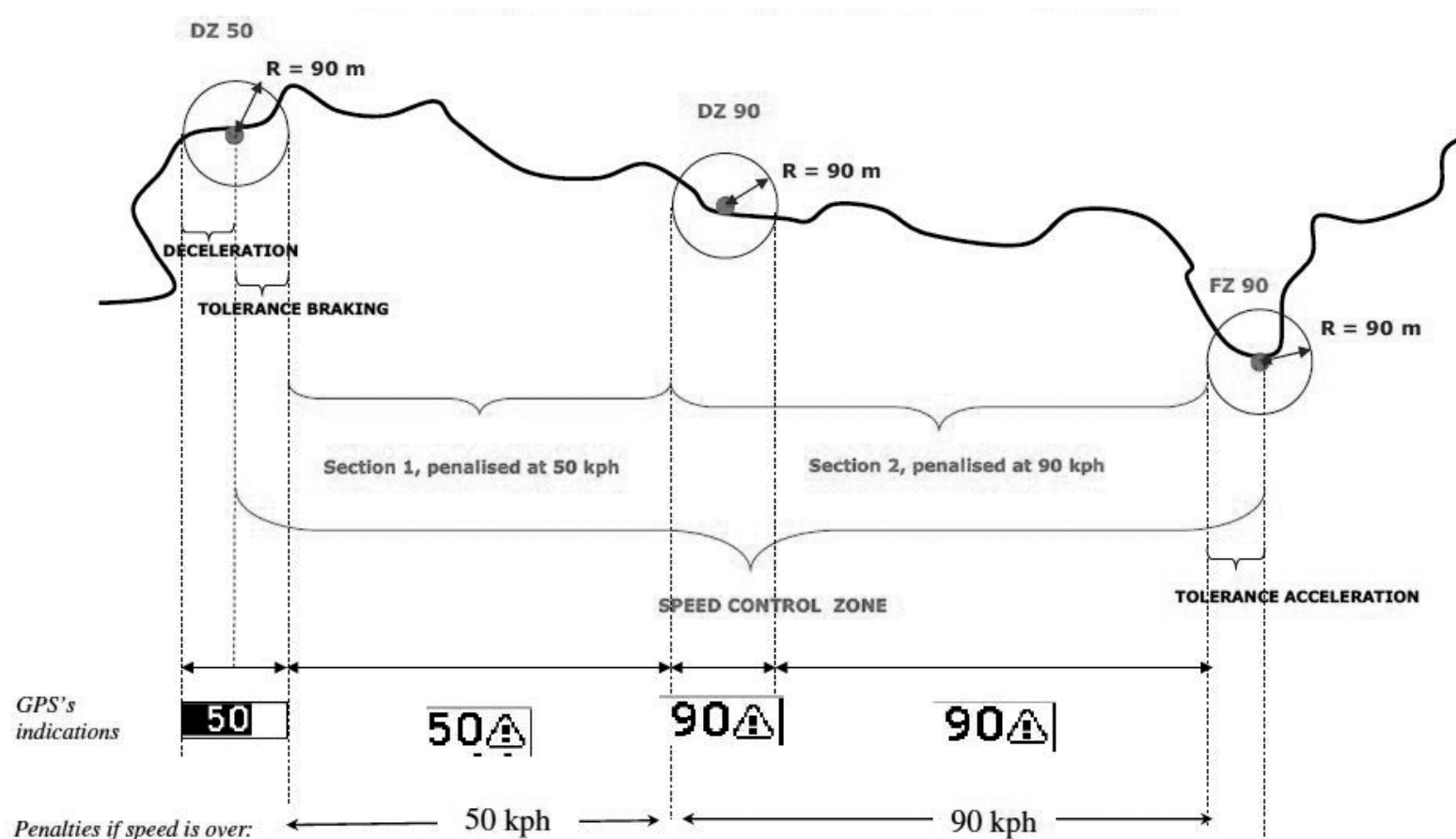


## 80 16.4 Successive Speed Control Zones with different speeds

When a speed control zone is made of two successive areas, with two different speed of different values, the maximum speed within a radius of 90 metres of the entering waypoint of the second section will always be the highest speed of the two areas. In the case of a decreasing speed limit, entering the 90 metres radius of this waypoint will be the start of the deceleration area.

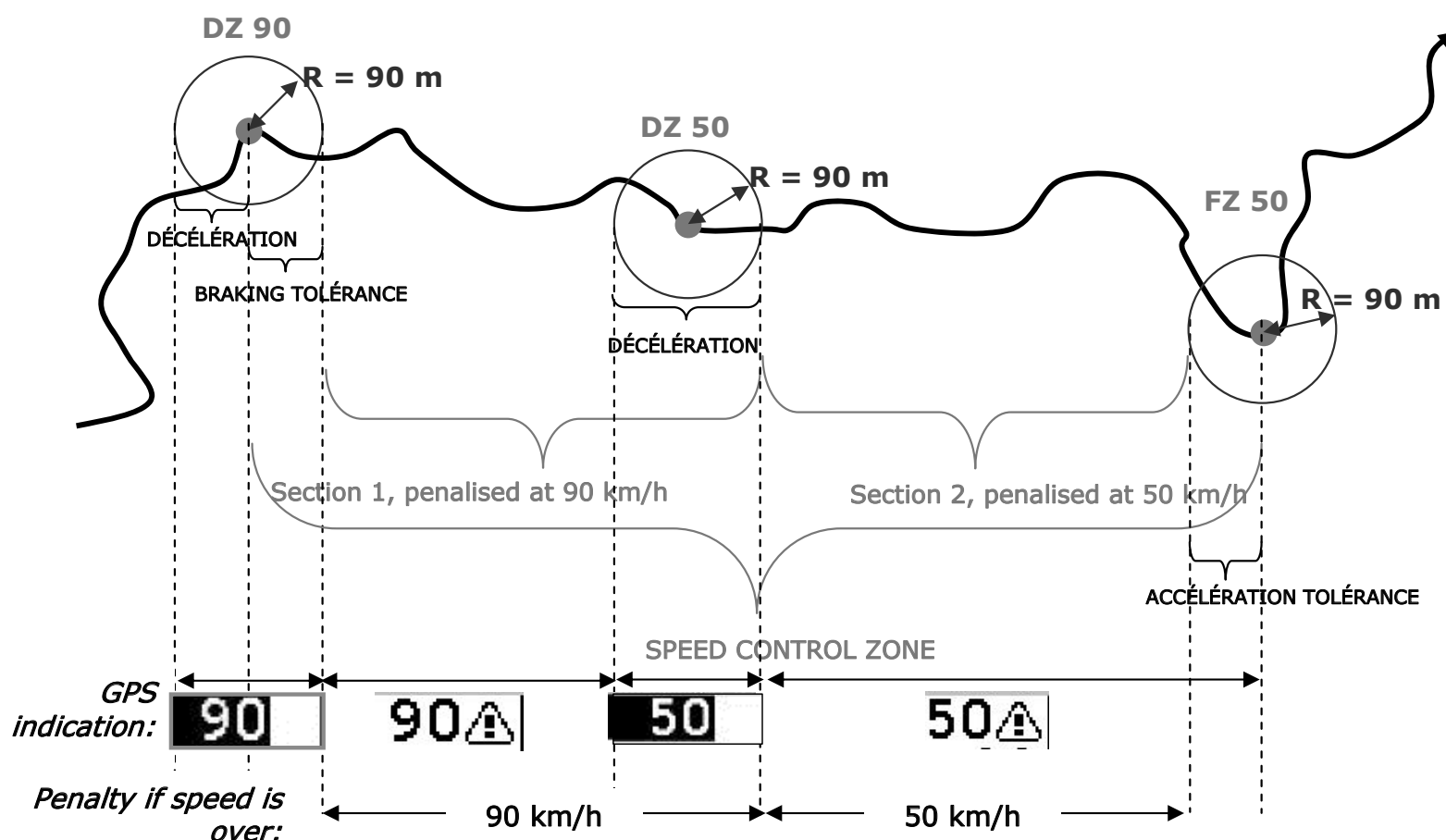
In an area made of 2 successive speed control zones, with 2 maximum speeds of different values, the waypoint in-between will warn of the modification of the speed limit.

### 2 SUCCESSIVE SECTIONS, INCREASING SPEEDS: 50 TO 90 KM/H



If the 2<sup>nd</sup> speed control zone has a lower speed limit than the 1<sup>st</sup> zone, the GPS shows it (white numbers on a black background) as soon as the competitor enters into the 90 m radius around the entry waypoint of the 2<sup>nd</sup> speed control zone. At the same time, the GPS still shows the ALARM SPEED triangle.

## 2 SUCCESSIVE SECTIONS, DECREASING SPEEDS: 90 TO 50 KM/H



### 80.17 STARTING ORDER

#### 80.17.1 General

In car/motorcycle Rallies, the minimum time between the ideal start time of the last motorcycle and the start of the first car must be 30 minutes or 1 hour (decided by the Organiser). If the interval is of 1 hour, it must be mentioned in the SR and the rules must be adapted from 30 min. to 1 hour. By no means can a rider start once the first car has started.

The participants of the Category 1 will start first. The participants of the Category 2 will start after an interval of 10 minutes. The participants of the Category 3 will start after the Category 2 with an interval of 30 minutes.

If the format of the race allows it (same route and timing) categories 1 and 2 will be mixed at the start.

Any lateness in arriving at the departure of the Super Special Stage, a Selective Section or a Stage, will be penalised at the rate of one minute for each minute of lateness. Beyond 30 min. or 1 hour lateness, the start will be refused.

For the Stages with several Selective Sections the start of the second Selective Sections will be given according to the arrival order of the preceding Selective Section (gap kept to the second). To this time will be added the allotted time for the possible Road Section and the prescribed 5 minutes.

In the case of a regrouping, the starting order will be that of the arrival at the time check. The first fifteen riders will start one by one every three minutes. The others will start (one by one or two by two) minute by minute or 30 seconds by 30 seconds.

In case of security problems, the Clerk of the Course can modify the starting orders.

#### **80.17.2 Super Special Stage**

The starting order of the Super Special Stage will be drawn up according to the provisional classification of the current World Cross Country Championship, or, for the first event of the season, the final classification of the previous year's Championship.

The top 15 riders of each category (1, 2 and 3) will start in reverse order from their classification.

The interval between the riders will be defined in the Supplementary Regulations.

If one or more riders of notoriety (at the discretion of the jury) are engaged while they do not appear in the provisional classification of the current championship, they will leave first before the riders classified at the FIM World Championship.

After the finish of the Super Special Stage, three separate classifications will be made, one for the Category 1, one for the Category 2 and one for the Category 3.

#### **80.17.3 First Stage**

The starting order of the first Stage will be drawn up following the classification of the SSS: The top 15 riders of each category (Category 1, 2 and 3) will start in the top fifteen places in reverse order from the classification of the Super Special Stage.



**If no Super Special Stage was held (in case of force majeure):**

The starting order of the first Stage will be drawn up according to the provisional classification of the current World Cross Country Championship, or, for the first event of the season, the final classification of the previous year's Championship. The top 15 riders of each category (Category 1, 2 and 3) will start in reverse order from this classification. One by one every three minutes for Category 1 and one by one every two minutes for Category 2 and 3; the others will start (one by one or two by two) minute by minute or 30 seconds by 30 seconds.

If one or more riders of notoriety (at the discretion of the jury) are engaged while they do not appear in the provisional classification of the current championship, they will leave first before the riders classified at the FIM World Championship.

**80.17.4 Second and subsequent Stages**

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

**Category 1:**

The first fifteen riders will start one by one every three minutes (3); the others will start (one by one or two by two) minute by minute or 30 seconds by 30 seconds.

**Category 2:**

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

**Category 3:**

The first fifteen riders will start one by one every two (2) minutes; the others will start one by one minute by minute.

**80.17.5 Last Stage**

The starting orders for the last Stage will be at the discretion of the organisers and published in the SR. It is not possible to leave the choice of starting order to the riders.

### **80.17.6 Collective Start (Mass Start)**

The organisation of a collective start is not recommended. If, however, a collective start is organized, it must take place only if the terrain allows (no dust) and during the last Stage. The procedure of this collective start must be published in the SR.

### **80.17.7 Marathon Stage**

Definition: The Marathon Stage consists on two days of competition. Each day is considered as a stage.

The organisation of a Marathon Stage is compulsory. The Marathon Stage cannot in any case include the last stage.

During the night between both days of racing, a bivouac without external assistance called Bivouac Marathon will be organised. The presence of the riders on this bivouac is compulsory.

If a Bivouac Marathon is not organised, riders can return to their bivouac or hotel after leaving their machines in a Parc Fermé.

#### **For the machine of Category 1 and 2:**

1. Only one Marathon Stage can be performed during the duration of the Event. If the Event has duration of more than ten days, a second Marathon Stage can be organised (has to be validated by the CRT Commission).
2. The Organisation must provide an area called Work Park Marathon delimited within the Bivouac and must be securely guarded.
3. Only the Officials of the Event and the TV crew from the organisation are allowed to attend the Work Park Marathon. The Press will not be accepted.
4. The wheels of the bikes/quads will be marked by the technical crew on the afternoon preceding the first day of the Marathon Stage. Time and places has to be specified in the SR.

If a rider did not mark the tires within the time established in the SR, a penalty will apply.

5. It is totally prohibited to replace unmarked tires during the two days of the Marathon Stage. In case of non-respect of this rule, a penalty for prohibited assistance will apply.
6. Exchange of tires/wheels between riders is prohibited.
7. Riders are authorised to work on their motorcycle once they entered the Work Park Marathon:

**For the riders in Category 1, the working time will be defined in the SR. No help between riders will be allowed.**

**For the riders in Category 2, the working time will be fixed at 60 minutes.** Riders may only use the tools and material they have carried with them or from another rider (Chain, filter, etc.). Exchange of parts between riders is allowed.

**If a rider stay more than his allocated time, but for a maximum of 30 minutes, he will be penalised of one hour. Beyond these thirty minutes, he must imperatively leave the work park.**

8. It is forbidden for a rider who has left the Work Park Marathon to come back again.
9. Riders will be authorised to enter the Work Park Marathon in the morning, **10 minutes** before their start time.
10. On the second day of the Marathon Stage, the marking of the tires/wheels will be checked by the Technical crew at the CH Bivouac.
11. The Bivouac of the Marathon Stage must respect the FIM Environmental Code.
12. **If the bike after the first stage of the Marathon Stage is not safe to restart the next day, rider must repair the bike otherwise he will not be allowed to start for the second stage of the Marathon Stage. He will then receive a penalty of 6 hours.**

#### **80.17.8 Change in the start order**

For safety reasons, at the end of each stage, the FIM International Jury may reposition a rider, at their own discretion, upon request from the rider to the Clerk of the Course, in regards to the start order of the following stage.

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

The number of reclassification will be allowed at the discretion of the FIM International Jury. The request must be done before the daily evening briefing.

#### **80.17.9 No start or abandon in a Selective Section/Stage**

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

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

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

The rider who starts a stage and then leaves the Stage will receive the following penalty **(It is not allowed for him to join the finish line after leaving the track)**:

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

**Category 1:** To obtain FIM points, a rider must not have more than one (1) SP from the total number of Selective Sections of the Rally. If more than 1 SP, this rider can finish the Rally but will appear in the FIM classification with zero point.

**Category 2 and 3:** To obtain FIM points, a rider must not have more than 25% SP from the total number of Selective Sections of the Rally, rounded up (example: 6 SS in total, 25% makes 1,5, rounded up to 2. If more than 2 SP, this rider can finish the Rally but will appear in the FIM classification with zero point).

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

## **80.17.10      Motorcycle not in condition to start**

At the start of a Stage or of a Selective Section, if the Technical Stewards/ FIM Technical Director note that a motorcycle is manifestly in a condition which is incompatible with normal use, they must immediately inform the Clerk of the Course, who may call for its condition to be rectified.

In this case, the time taken, in minutes, to perform the work shall be considered as so many minutes of lateness recorded over a Road Section. In order to prevent the rider from trying to make up his lost time after the repair, the latter shall be given a new starting time, provided that the first car has not started or the TC is not closed.

## **80.18            ASSISTANCE, TOWING AND REFUELLING**

### **80.18.1        General**

Assistance and towing of a rider still in the race can be done only by vehicles/persons officially entered in the race or in the Assistance category. All racing vehicles, once they have abandoned the race and therefore have crossed out in black the number plates and the number of the race can be considered as assistance vehicles, if authorised by the race direction. All infractions of the assistance regulations will incur penalties up to and including disqualification from the race.

A rider is responsible for his assistance and/or mechanic. Any irregular behavior of the assistant and/or mechanic during the event (verifications, liaison, authorized assistance area, parc-fermé, paddock, etc.) will result in a penalty for the rider.

The use of radio sending-receiving equipment or HF, VHF, CB, radio and telephone receivers may be regulated. The banning or limits must be specified in the Supplementary Regulations.

## 80.18.2 Authorised Assistance

### 1. In a Selective Section:

Assistance and towing are authorised even to cross the finish line, without any penalties, only by the crew of a car, bike or a truck officially entered in the race, and still racing.

A vehicle in the Assistance category can work on a Selective Section only after approval of the race direction and after the closure of the control at the end of the Selective Section. The rider who benefits from that will be penalised 3 hours for towing and/or assistance + Sporting Penalty (SP) + Maximum time of the Selective Section + Allotted time of the Road Section not done + the value of all waypoints not validated.

### 2. On the Road Section:

During starts and finish of Stages as well as in the road section, assistance is allowed. Vehicles in the Assistance category and their crews can work on motorcycles.

During a Marathon Stage the assistance is authorised only: before the departure and on the road section of the departure of day 1 as well as on the arrival and the finish of the road section of day 2. **If the assistance is done anywhere else, the rider will be penalised with 6 hours.**

The transport or towing of motorcycles in a Road Section will result in a penalty of three hours unless exceptionally authorised by the Supplementary Regulations or the International Jury.

### 3. At the bivouac:

By the crew of a car, a motorcycle or a truck officially entered in and still in the race, by the vehicles and their crew in the Assistance category, by the mechanics officially accredited to travel by plane, by the Team Manager.

After having checked in at the time control at the end of the Stage, riders (or persons entered as assistance in the same team) may take their race machine out of the bivouac for refuelling, to go to a hotel or carry out technical tests, within a radius of 15 km from the bivouac. For these tests, the Satellite Tracking System must be switched on.

### 80.18.3 Forbidden Assistance

The following are forbidden, on pain of penalties up to and including disqualification:

1. The transport of parts and/or personal effects or assistance, transport or towing by a vehicle and/or a person other than a car, motorbike, truck officially entered in and still in the race or as vehicles in the Assistance category and their crew.
2. The stocking, dropping or parachuting of spare parts, tools, personal effects, fuel throughout all the countries crossed by the Rally.
3. All assistance in an enclosed place, closed or guarded, even if this place is situated within the area of the bivouac. A tent is not considered as an enclosed place.
4. The presence of a vehicle from the Assistance category on the route of a Selective Section.
5. During a stage with several Selective Sections, the assistance is prohibited at the starts, finish and road sections of the intermediary specials. Only assistance from the first Selective Section and the arrival of the last Selective Section will be allowed.
6. During a refueling in a Selective Section, assistance is prohibited before, during and after the refueling.
7. All airborne assistance not controlled by the organisers. Airborne assistance is considered as any presence on a Stage of an aircraft having aboard any person with any link whatsoever with a competitor.

## **80.18.4 Fuel / Autonomy**

### **80.18.4.1 Autonomy**

Each rider is responsible for calculating their fuel range. In no case may riders make any claims against the organisers if their machine fails to cover the minimum distance mentioned in the SR, regardless of the nature of the terrain.

For safety reasons a 10% margin is indispensable.

### **80.18.4.2 Refuelling during a Selective Sections**

The rider alone is responsible for refuelling.

Refuelling must be done with the engine cut. The rider cannot be on his motorcycle.

#### **Category 1, Group 1; Category 2, Group 1 and 3; Category 3:**

A 15 minute neutralisation will be put in place each time refuelling is carried out during a special Stage.

#### **Category 2, Group 2:**

**A 15 minute neutralisation will be put in place each time refuelling is carried out during a special Stage. It is compulsory for riders from Category 1 and 2 to stop as well, even if they don't refuel.**

Each refuelling will be preceded by a CP. After having given in their time card, each rider must take their machine to the refuelling truck. Fuel will be distributed in order of arrival at the CP.

After having refuelled, riders must present themselves to the neutralisation control, where they will recover their time card. A new start will be given at the end of the neutralisation.

As the refuelling zone is not a servicing, all external assistance on a machine is forbidden during refuelling on pain of penalties at the discretion of the FIM International Jury. Only riders are allowed to help other competitors.



### **80.18.4.3 Refuelling on Road Sections and at the bivouac**

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

Where there is no service station near the bivouac, the organiser will provide fuel at the bivouac. This fuel is usually included in the entry fee.

## **80.19 TIME CARD**

1. At the start of each Stage, the riders will receive a time card on which are indicated the times allotted for covering each Road Section and the maximum times authorised for each Selective Section. Each time card will be returned to the timekeeper at the finish of each Stage and replaced by a new time card at the start of the following Selective Section. The rider alone shall be responsible for his time card.
2. Any correction or alteration to the card which has not been approved in writing by a controller shall result in disqualification from the event.
3. Presentation of the time card at the various checks and the exactness of the entries thereon shall be the entire responsibility of the rider. Only timekeepers shall be authorised to enter a time on the time card, either by hand or with a time-printer.
4. Riders are obligatorily required, under threat of penalty which may result in disqualification from the event, to be checked-in on passing all the points mentioned on the time card, and in the order in which they are listed.

The absence of the visa to any control whatsoever will result in a fixed penalty, possibly disqualification from the event as indicated in the Supplementary Regulations or the Road book. These time penalties can vary from one Stage to another.

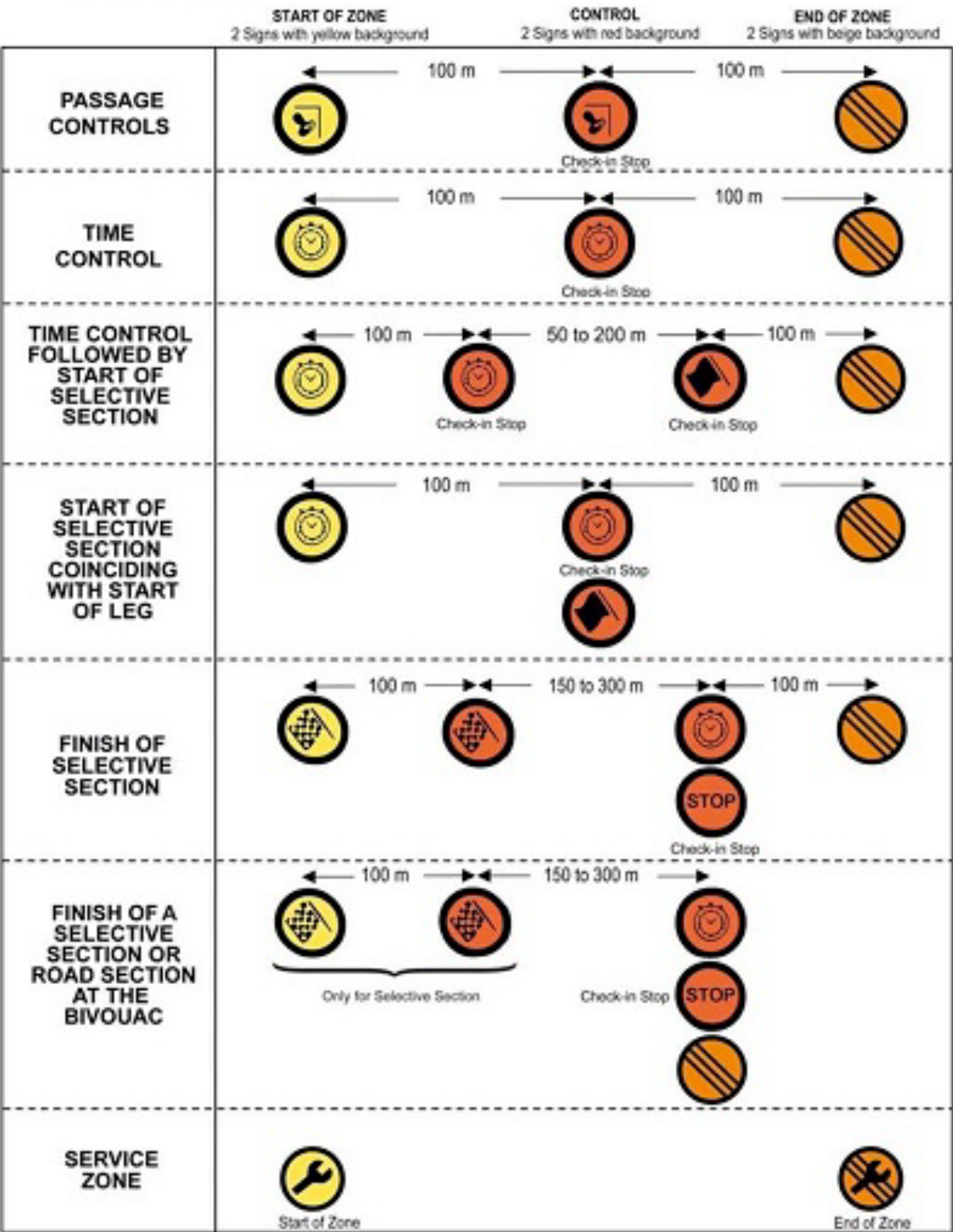
The loss of a time card results in a penalty of five minutes.

5. A rider cannot present his time card at a control without his motorcycle.

80.20 CONTROL ZONES

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

All controls, i.e. time checks, start and finish of Selective Sections, Passage Control will be marked in the GPS with a “WPS” and will be indicated by means of standardised panels as follows (All these distances are approximate and cannot in any case be contested if their locations on the ground are not accurate):



1. Unless the Clerk of the Course decides otherwise, the check posts are operational one hour before the ideal hour of the passage of the first rider. They will cease to operate one hour after the ideal hour of the last rider, taking into account:
  - his starting time
  - the allotted time
  - the delay from event disqualification
  - the maximum time authorised
2. The start of the control zone is indicated by a warning panel with a yellow background. At a distance of about 100 m, the position of the control point is indicated by a panel with a red background. The end of the control zone, approximately 100 metres further on, is indicated by a final panel with a beige background and three black cross-bars.

The panels must always be found on the right of the control zone. The width of this zone should not exceed 15 m. In the areas where different accesses are possible, it is compulsory to delimit this width by a double official sign.
3. Any control zone, i.e. any zone between the first yellow warning panel and the final beige panel is considered as a Parc Fermé. The duration of the stop must not exceed the time required for the control operations.
4. It is strictly forbidden to enter or leave a control area from any direction other than that prescribed by the itinerary of the Rally or to re-enter a control area once checking in has taken place at this control, on pain of:
  - a) 1<sup>st</sup> offense: 10 minutes
  - b) 2<sup>nd</sup> offense: 1 hour
  - c) 3<sup>rd</sup> offense and following: 3 hours
5. The ideal time for clocking-in is the sole responsibility of the riders. The official time is the GPS time.
6. The riders are required, under threat of penalty which may result in disqualification from the event, to follow the instructions of the chief of the control point.
7. All distances defining the control zones are approximate and in no case can be subject to complaints.

## 80.21 TIME CHECKS

At the time checks at the start of a stage or the start of the Selective Section, the riders are not allowed to clock-in in advance. Any lateness between the true time and the ideal time of clocking-in will be penalised on the basis of one minute per minute or fraction of minute. Further to 30 or 60 minutes lateness, the rider will not be allowed to start.

At the time checks at the end of a stage as well as in the Parc Fermé at the end of the event, the riders are allowed to clock-in in advance, without penalties. Any lateness between the true time and the ideal time of clocking-in will be penalised on the basis of one minute per minute or fraction of minute until the limit of the Maximum Time Allowed.

Beyond the maximum time allowed, the competitor will be penalized as follows: Maximum Time Allowed for the section in question + section Penalty.

After the closing of the control, check-in must be made at the rally HQ.

A rider can start again next morning if he is in conformity with Art. 80.13, 2<sup>nd</sup> paragraph.

At the time checks, the control officials on duty will indicate on the time card the time of presentation which corresponds to the precise moment when the rider presents the time card to the controller. The card will be stamped only if the rider, together with his motorcycle, is in the immediate vicinity of the control table.

The clocking-in procedure starts at the moment when the motorcycle passes the panel marking entry into the time check zone.

Between the panel marking the entry of the zone and the control point, the rider shall not be allowed to make any stop or adopt an abnormally slow speed.

The ideal clocking-in time is obtained by adding the time allotted to cover the Road Section to the time of starting this section. These times are indicated in hours and minutes and are always expressed in the form: 00.01 to 24.00.

The rider will not incur any penalty for early arrival if the time of entry of the motorcycle into the control zone corresponds to the ideal minute for clocking-in.

Any non-observance of the above rules for the clocking-in procedure (in particular the entry into the control zone more than one minute before the effective clocking-in time), is subject to a written report to the Clerk of the Course by the Chief of the control point.

On a proposal from the Clerk of the Course, the International Jury of Sporting Stewards may decide to modify the application of the fixed penalty for exceeding the maximum authorised time in the Selective Section, defined in Art. 80.19. The riders will be informed as soon as possible.

1. If a timed Selective Section is followed by a Road Section, the clocking-in time figuring on the time-card constitutes both the time of arrival at the end of the Selective Section and the starting time of the new Road Section.
2. When a time check is followed by the start of a Selective Section, the two points will be combined in a single control zone, for which the panels are arranged as follows:
  - a) yellow panel with chronometer (start of zone)
  - b) after approximately 100 m, red panel with chronometer (time check-point)
  - c) at a distance of approximately 50 to 200 metres, red panel with flag (start of Selective Section)
  - d) finally, approximately 100 metres further on, final beige panel with three black cross-bars

At the time check at the finish of the Road Section, the timekeeper will enter on the time card firstly the clocking-in time of the rider, and secondly the expected starting time for the Selective Section.

He must observe an interval of five minutes between the clocking-in time and the expected starting time for the Selective Section.

The timekeeper can modify the starting time. In this case, the starting time of the Selective Section prevails.

All distances defining the Time Checks are approximate and in no case can be subject to complaints.

## **80.21.1 Maximum Time Allowed**

### **1. Road Section - Start and Finish**

A target time is given for each Road Section, with a maximum time allowed. Any rider exceeding this target time will incur a penalty of one minute for every minute late, up to the maximum time allowed.

Riders checking-in after this maximum time will incur the liaison penalty for the day (PL).

### **2. Selective Section**

Selective Sections will be run in real time, with a maximum time allowed. Riders checking-in after this maximum time will incur the fixed penalty for the day.

## **80.21.2 Changing of the Maximum Time Allowed**

If, at the end of the stage, the majority of riders having started the stage have not crossed the finishing line of the day's Selective Section, the day's maximum time may be revised on the suggestion of the Clerk of the Course, at the discretion of the International Jury.

## **80.22 PASSAGE CONTROL**

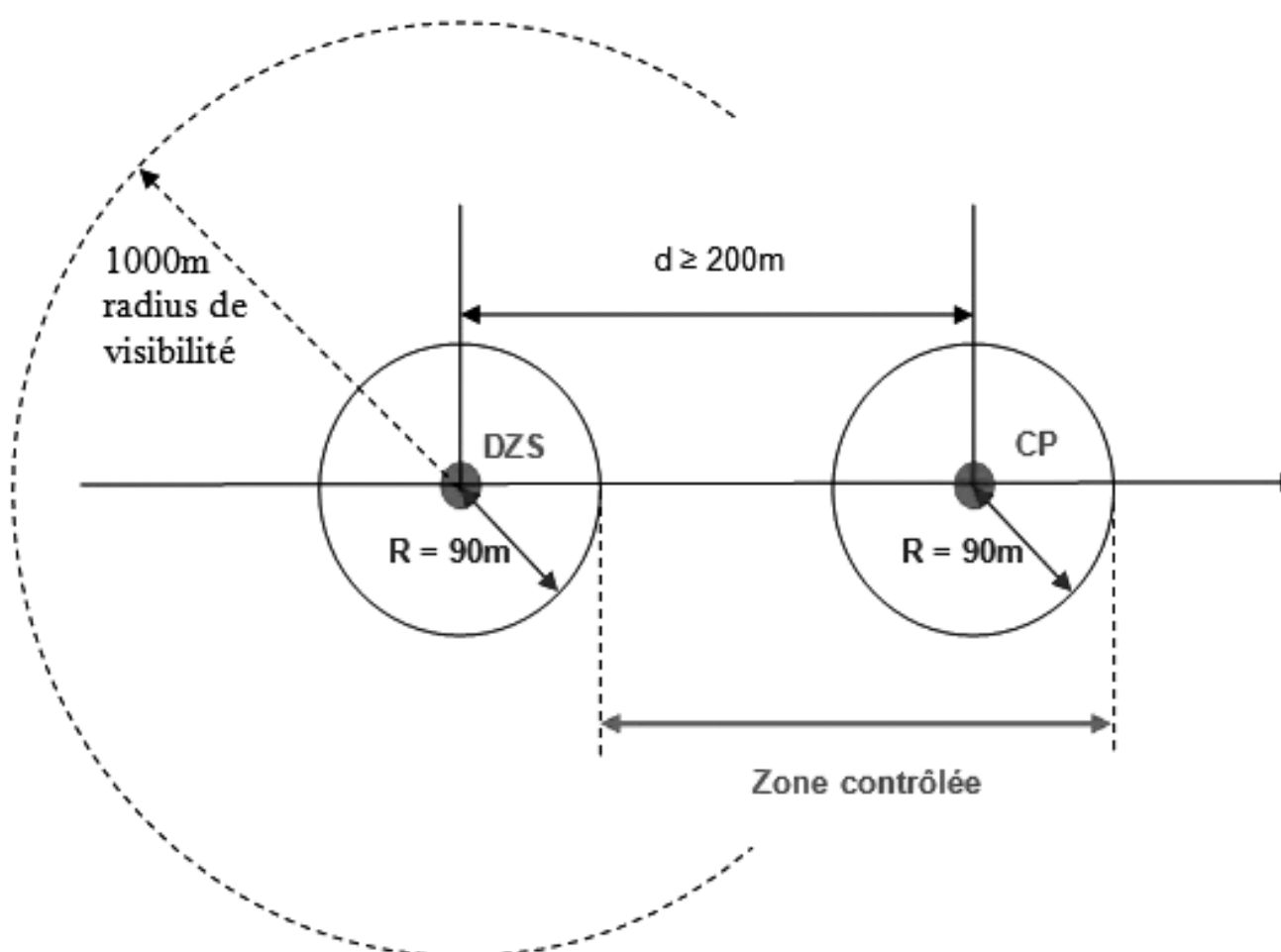
For each stage, significant compulsory passage points, materially located and identifiable on the maps provided by the organisation, will be mentioned in the road book and precise drawings will be represented by the CP sign.

See Art. 80.20 for the signalling of controls.

The passage will be timed to the second and noted on a passage sheet by the person in charge of the post.

The passage of the riders can be materialised by a different perforation or stamp at each CP.

In order to secure the CP area, a "security zone" will be installed on each PC; the speed will be limited to **40** km/h and monitored by GPS; speed control will be made according to the diagram below. The CP entry zone panels' does not indicate the Start of the Security Zone (DZS), only the information displayed on the GPS screen shall prevail.



### 80.22.1 Closing time of Passage Control

The closing time of passage controls will be decided taking into account:

- the distance run since the start of the section concerned,
- the average time of the section considered (Selective or Road) imposed by the maximum time allowed, the individual time of the last rider increased by 60 minutes.

This closing time shall be mentioned in the road book or additive.

### 80.22.2 Closing of the Passage Control

After the closure of a passage control, the validation by the GPS of the corresponding waypoint will be taken into account and will attest to the respect of the official itinerary by the competitor. In this case, there will be no penalty for missed CPs.

### 80.22.3 Penalties for missing CPs

The penalties are the following:

Missing a CP i.e. missing the WPS: 120'

Missing a perforation or stamp at a CP: 5'

### 80.23 REGROUPING

The purpose of regrouping is to reduce any rather large gaps between riders arising as a result of delays and/or abandonments.

On arrival at the regrouping, the riders will hand the timekeeper their time cards. They will receive instructions regarding their time of departure.

They must then immediately ride their motorcycle directly to the Parc Fermé.

For safety reasons (sand storms or other causes), regroupings with time checks will take place in order to effect the end of the course of the stage in convoy. During this convoy, all the riders must do the whole of the course or diversion.

### 80.24 FIXED PENALTIES (FP) / SPORTING PENALTIES (SP)

A fixed penalty (FP) is assigned for exceeding the maximum authorised time or for not having respected certain sporting rules.

A sporting penalty (SP) is assigned to prevent the disqualification of a competitor (In particular in Articles 80.17.8 and Article 80.18.2).

### 80.25 PARC FERME

The Parc Fermé is an enclosed and fenced area, preventing unauthorised persons from entering. **The motorcycles are placed under the supervision and under the responsibility of the local organiser.** Its limits must be clearly marked out and supervised by a sufficient number of officials to ensure that only authorised persons may enter or have access to the machines. It must have one clearly marked entrance and exit but no other entrances or exits. Officials in charge of the closed-controls must wear a distinctive emblem recognised by all persons concerned and the riders in particular.



## 80.25.1 Principle

The motorcycles will be under “Parc Fermé” orders:

- a) as soon as they enter a starting, regrouping or end-of-stage park, and until their departure from these, if they are provided. Parc Fermé after the Preliminary Technical Inspection is not compulsory.
- b) as soon as they enter a control zone and up to their departure from it.
- c) as soon as they arrive at the end of the Rally and until expiry of the period for protest. In case of a protest, the Parc Fermé system stays until the decision of the International Jury concerning the protest.
- d) during the transport, the Parc Fermé ruling shall apply.

Any failure to observe “Parc Fermé” orders will result in disqualification from the event.

## 80.25.2 Access

Access to any Parc Fermé is forbidden to everyone except the FIM International Jury members, certain officials designated for duty, and riders who wish to park or take out their motorcycles.

Riders can enter and exit their motorcycle from the Parc Fermé with the engine running.

After parking his motorcycle in the Parc Fermé, the rider shall immediately leave the park, which from then on may not be entered.

In order to leave a Parc Fermé for starting, regrouping or end of a stage, the rider shall be authorised to enter the Parc ten minutes before his departure time.

### **80.25.3 Rules**

In the Parc Fermé, it is forbidden for a rider, under penalty of disqualification (or other penalties given as provided for in the FIM Disciplinary and Arbitration Code) from the event:

- to refuel
- to make any repairs
- to touch the machine of any other rider.

As an exception to the Parc Fermé status, but subject to the responsibility of an official, a rider may, in the Parc Fermés for starting, regrouping and end of stage, change or overhaul, by his own means, a damaged headlight or rear lights.

These repairs must be fully completed before the starting time.

### **80.26 BIVOUAC**

The bivouac zone will be determined by a fictive zone, the centre of which will be the race control structure set up by the Organisers (or any truck indicated by the Organisers) and in which is installed an official notice board.

The race control will be operational after the closing of the Time Control for the finish of the stage.

Any team member (including riders) is allowed to drive the machine outside the bivouac for technical testing only and away from the route of any Selective Sections. When doing so, the Tracking System must be connected and in “on” mode, on pain of penalties at the discretion of the International Jury.\_

It is forbidden to circulate at excessive speeds and/or to drive dangerously in the bivouac area, on pain of penalties up to and including disqualification from the race, to be decided upon by the Jury of Sporting Stewards.

The presence of motorcycles/quads within the catering area is forbidden, and may lead to a financial penalty.

## 80.27 MEDICAL EQUIPMENT

1. The presence of at least one helicopter equipped with a stretcher and resuscitation equipment for a Selective Section of up to 350 kilometres, and two helicopters for two close Selective Sections when they exceed 350 kilometres combined, equipped with evacuation equipment and used solely for medical assistance is compulsory. In this helicopter, the presence of the doctor for resuscitation is required. This helicopter will be in addition to ground equipment (medical car with doctors). It must be in permanent contact with the Clerk of the Course and the Rally HQ.
2. A medical car with one doctor and one paramedic experienced in driving an all-terrain vehicle and in permanent radio contact with the Clerk of the Course and the Rally HQ must be provided for Selective Sections at the following points:
  - start of a stage
  - start of a Selective Section
  - every 100 kilometres
  - finish of the Selective Section, and at the bivouac.

This medical equipment is intended only for the riders in the race and constitutes the minimum required.

Each vehicle and helicopter must have at least the following equipment:

- A Tracking System
- 1 VHF radio
- 1 satellite phone

### 80.27.1 First-aid medical kit

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

- A water disinfectant for 40 litres (hydrochlorazone or micropure)
- Eye lotion (Boroclarine, Piroftal or equivalent)
- An antalgic (Aspirine, analgesic or equivalent)
- Two anti-diarrhoeic (Immodium, Ercéfuryl, Bimixin or equivalent)
- Antibiotic (Oracilline, Totapen or equivalent)
- Unguent, disinfecting compresses, two bandages, plasters, 5 safety pins
- One skin disinfectant (Betadine or equivalent)

- One sun screen for skin and lips
- Vitamin C tablets
- Salt tablets (Enervit or Nergisport sodium or similar)
- A soothing cream (Biafine)

## 80.28 SURVIVAL EQUIPMENT

The compulsory survival equipment, for the Rallies held in a desert environment is the following:

- A soft water tank of minimum 3 litres carried by the rider, of a “Camelbak” type. **At each Refuelling, riders must fill up their Camelbak with water.**
- One survival supply of rations
- A pocket lamp, if possible flashing
- An emergency mirror
- One compass besides that which is on board the motorbike
- A lighter
- A general map of the country crossed (Michelin type), satellites maps are prohibited
- One aluminium survival blanket (about 2 m x 1 m) serving as an isothermal covering and an earth to sun signal
- A klaxon of the Vehicle to Vehicle Alarm system (example Sentinel)
- A Tracking System
- A GPS
- A distress beacon, provided by the organiser

The proper functioning of the survival equipment during the whole event is the sole responsibility of the rider.

The existence of this equipment shall be checked before the departure of each stage. Failure to possess a part or all of this equipment will result in a refusal to start. The rider will have 30 or 60 minutes (according to the interval between bikes and cars) to conform to the rules; beyond this delay the start will be refused.

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

## **80.29 SAFETY EQUIPMENT**

Depending on the kind of rally, exceptional derogation to the systems described hereunder be allowed by the FIM and must be specified in the Supplementary Regulations of the event.

### **80.29.1 Compulsory Safety Equipment for the Rallies:**

At the site of the first liaison start of the Stage (or the start of the **Selective Sections**, if no liaison), the technical crew responsible of the GPS, Tracking System and Sentinel must be present prior the start in order to check their equipment and connectors. The riders must go through this checking procedure.

A competitor who has technical problem on his device/instrument (GPS, Tracking, Electronic Road book) can fix it with the technician present. He must absolutely do it before his start time.

The Organiser will add 15 minutes to the time of the liaison in order to allow the intervention of the technician. In any case, the starting order of the first 15 will not be changed.

If the problem persists, the rider will start as planned and will carry out the repair after the start area.

#### GPS

The GPS is provided by the organiser and is compulsory.

This equipment must be mounted according to the instructions supplied. It is the riders' responsibility to correctly install the necessary mechanical and electrical elements before technical scrutineering and that with the aid of the installation kits purchased from the supplier mentioned in the Supplementary Regulations. Electrical supply must be protected by a 2 amp fuse and give a steady continuous current of between 9 and 30 volts. The mechanical mountings must be flexible and use the silent blocks supplied.

This equipment is personalised, with a series number attributed to a competitor. No changes may be made without authorisation from the GPS supplier. Any exchange of equipment between machines is forbidden on pain of penalties up to and including disqualification from the race.

All navigation equipment of whatever type is controlled, especially GPS. The act of bringing or possessing any system not explicitly mentioned in these regulations is forbidden and will result in disqualification from the race and irrespective of the mode and technology used to evaluate or estimate one's position.

For the duration of the Rally, the rider is held responsible for the proper functioning of his Tracking system. It must be in operation and remain permanently connected, power and antenna connected, throughout the duration of each stage. Any incident caused by the rider (loss, destruction, de-tensioning etc.) and/or any attempt of fraud or manipulation found will result in a penalty decided by the International FIM Jury and up to and including disqualification.

### Tracking System

On the rallies with long stages, in a desert environment, with the risk of slow riding, a complete tracking and safety system, which includes all transmission methods known (phone, SMS, Data) type "Iritrack" is compulsory for each rider.

Throughout the Rally riders are responsible for the correct functioning of their Tracking System. It must be functioning and stay permanently connected, with power cables and the aerial connected throughout the length of each Stage. Any incident caused by the rider (loss, destruction, being switched off etc.) and / or all attempts of a fraudulent nature or manipulation will result in penalties, up to disqualification, to be decided upon by the International Jury.

### Vehicle to Vehicle Alarm System

For mixed car-motorcycle rallies only, and with a view to making overtaking safer, a Vehicle to Vehicle Alarm system, type "Sentinel" (device that signals to a rider that he can be overtaken) is compulsory.

**For Category 3, the vehicle to vehicle alarm system is compulsory.**

This system must function the whole time during a Stage: the switching on of the equipment is the responsibility of the rider. In all cases where the system is not functioning the rider concerned will incur a one hour penalty.

Riders caught up by another competitor (car, motorbike, truck) must pull over and allow themselves to be overtaken. Repeat offenders will receive penalties up to and including disqualification from the race, to be decided upon by the FIM International Jury.

#### Distress beacon

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

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

#### Trip meter (odometer) - free model

A distance counter linked uniquely to the rotation of the wheels. This equipment must not be linked to any other piece of equipment making the use of this information by another piece of equipment possible.

The “odometer” function of the single GPS cannot be considered as a trip meter and therefore cannot take its place.

### **80.29.2 Optional Safety Equipment**

GPS compass heading, speed repeater and magnetic or electronic compass are authorised.

### **80.29.3 Forbidden equipment**

All sending-receiving equipment; HF, VHF, CB, or any other communication means are forbidden on the motorbike.

For safety reasons only, the presence of a satellite telephone and/or a GSM phone is authorised. The number(s) must be given to the organisers during administrative checks. Telephone must be switched off during Selective Sections.

During Selective Sections, only in case of problems may telephones be used, with the machine stopped, to signal a retirement, an accident or a breakdown. Beforehand, the rider will have to inform the Rally HQ of his situation via his Satellite Tracking System.

These telephones may be used, when stopped, only on Road Sections.

All infractions will result in penalties up to and including disqualification.

#### Satellite links:

All satellite links or other links between a race vehicle and an exterior base or another machine, other than via the Satellite Tracking System and the distress beacon provided by the organiser, are forbidden.

#### Data:

All data transmission systems that allow the tracking of machines and management of machine fleets is forbidden, whatever the means or technical system used, on the pain of disqualification from the race, with the exception of the Satellite Tracking System and the Vehicle to Vehicle Alarm system.

## **80.30 ENVIRONMENT**

The organiser must distribute trash bags to each rider and provide a collection point for the waste at the bivouac, start, at the refuelling point at the assistance and at the finish. These points must be clearly signalled, for example with a specific flag. Oil collectors must also be provided at these points.

The organisers are responsible for cleaning these collection points and for giving them back as clean as received.

The riders and their assistance are responsible for bringing their waste to the collection point. Any infraction to this rule will be punished by a fine of 200 EUR.

The organisers must protect the ground in the refuelling zone.



## **80.31 TIMEKEEPING**

### **Timekeeping instruments**

Timekeeping shall be under the responsibility of the Clerk of the Course.

The persons responsible for the timekeeping must be holders of a timekeeper's licence.

In order to carry out his duties, the timekeeper must use, according to the competition, the most appropriate timekeeping system.

A timekeeper officiating must have at his disposal reserve timekeeping instruments to check the readings of instruments being used.

Riders must accept any type of timekeeping system.

## **80.32 RETIREMENT - DISQUALIFICATION**

In case of retirement, in order to avoid useless search and a diversion of the means reserved for the race, it is compulsory that the rider gives information by every possible means and as quickly as possible to the Rally HQ indicating his identity, position and intentions.

The Rally HQ will ask for confirmation of the position when the rider is in an inhabited place.

The organiser must mention the phone number of the Rally HQ on the identification bracelets or in each road book.

The rider is the only one responsible for communicating his position even if he charges a third party to do it.

The non-respect of this security provision will, on the decision of the FIM International Jury, result in a fine of 500 EUR to 3000 EUR deductible, if necessary, from the deposit when this is provided for in the Supplementary Regulations.

Moreover, the FIM International Jury can give the case to the rider's FMN to inflict a higher sanction.

In case of retirement or disqualification, the rider has to cross out in black the number plates and the number of the race under penalty of a fine of 500 EUR and, if necessary, other sanctions pronounced by the FIM International Jury.

### **80.33 CLOSURE OF TRACK**

A vehicle of the organisation (sweeper) will close the track. As it is impossible to guarantee that the sweeper truck will pass by the exact spot where a machine has broken down, it is the rider's responsibility to indicate his position to the Rally HQ using the safety equipment aboard.

The sweeper trucks will pick up individuals and broken down machines.

Any rider who refuses to get on board the vehicle does so under his own responsibility and must sign a discharge form that will be presented to him by the members of the organisation charged with the closing of the track.

Riders who abandon their machine before the passage of the sweeper truck do so entirely at their own responsibility. The organiser can in no way be held responsible in case of damage or theft.

### **80.34 CLASSIFICATION**

#### **80.34.1 General**

The Clerk of the Course bears the responsibility for timekeeping. The Time keeping company chosen by the Organiser has the responsibility to provide him with the classification in the official FIM format.

Penalties shall be expressed in hours, minutes and seconds. The final results shall be determined by adding together the times obtained in the Selective Sections and the penalties (incurred during the Road Sections and other penalties expressed in time).

The competitor who achieves the smallest total is proclaimed winner in the general classification, the next one being second, and so on. Classifications by category are drawn up in the same way.

In a case of an accident, the FIM Jury has the possibility to bonify a competitor, when this competitor stopped for assisting another injured rider. The Jury must have the technical possibility to calculate the time loss. This bonification of time is at the sole discretion of the FIM Jury.

In the event of a dead heat, the competitor who accomplished the best time for the last Selective Section will be proclaimed winner. If this is not sufficient to determine the winner, the times of the previous Selective Sections shall be taken into consideration. Except for the stages where no Selective Section has been run, dead heats will be determined according to the order of starting numbers. This rule may be applied at any time during the rally.

#### **80.34.2 Definitions of the various classifications**

Partial classification of Selective Section: Non-official, distributed for information only (press, teams...).

Provisional classification of selective Section: posted by the Clerk of Course at 19h.00 the day of the considered Stage (unless another timetable is explicitly set in the SR).

Final Classification of selective section: posted by the Clerk of Course at 19h.00 the day after the considered Stage (unless another time is explicitly stated in the RP).

Provisional classification of the stage: posted by the Clerk of Course at 19h.00 the day of the considered Stage (unless another timetable is explicitly set in the SR).

Final Classification of the stage: posted by the Clerk of Course at 19h.00 the day after the considered Stage (unless another time is explicitly stated in the RP).

Provisional General Classification of Event: posted by the Clerk of Course at 19h.00 the day the considered Stage (unless another time is explicitly stated in the RP).

Final general classification of Event: posted by the Clerk of Course at the end of the rally in conformity of Art. 80.34.5.

### 80.34.3 Format of the daily results

The results, prepared by the organiser (in accordance with the official form), must contain the following information:

- **FIM Logo and Championship Logo**
- Title, venue, date and IMN of the event
- Title of the stage/Selective Section
- Name and signature of the FIM Jury President and the Clerk of the Course
- Position, number, surname, first name, nationality, FMN, motorcycle
- Total time realised and average gap

#### General Overall:

One for Category 1 - RallyGP

One for Category 2 - Rally2

One for Category 3 - SSV

Category 1 - Group 1: FIM RallyGP World Championship Moto-Rally

Class 1: FIM RallyGP Women's World Cup

Class 2: FIM RallyGP Junior World Cup

Class 3: FIM RallyGP Veteran Trophy

Category 2 - Group 1: FIM Rally2 World Cup Moto-Rally

Category 2 - Group 2: FIM Rally2 World Cup Moto-Enduro

Category 2 - Group 3: FIM Rally2 Quads World Cup

Trophy: FIM Rally2 Adventure Trophy

Category 3: FIM SSV World Cup

### 80.34.4 Award of points at the end of the event

At each FIM Cross-Country Rallies World Championship event, points are awarded, according to the scale hereunder, to all riders and manufacturers classified in the World Championship Motorbike category as well as to only the riders of each of the FIM Cross-Country Rallies World Cups and FIM Veteran Trophy.

Category 1 - Group 1: FIM RallyGP World Championship Moto-Rally

Class 1: FIM RallyGP Women's World Cup

Class 2: FIM RallyGP Junior World Cup

Class 3: FIM RallyGP Veteran Trophy

Category 2 - Group 1: FIM Rally2 World Cup Moto-Rally

Category 2 - Group 2: FIM Rally2 World Cup Moto-Enduro

Category 2 - Group 3: FIM Rally2 Quads World Cup

Trophy: FIM Rally2 Adventure Trophy

Category 3: FIM SSV World Cup

There is no awarded points for scratch ranking.

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

#### **80.34.5 Format of the results at the end of the event**

The results, prepared by the organiser (in accordance with the official form), must contain the following information:

- **FIM Logo and Championship Logo**
- Title, venue, date and IMN of the event
- Name and signature of the FIM Jury President
- Position, number, surname, first name, nationality, FMN, motorcycle
- Points obtained, total time realised and average gap
- Riders that have not finished the event

#### **80.34.6 Approval of the results**

At the end of every Stage, the FIM International Jury will verify and sign the provisional classifications.

The day before the end of the event, an additive will announce the time of display of the official classification on the notice board.

This schedule will be calculated taking into account:

- The start time of the last rider,
- The maximum time allowed for liaisons,

- The maximum time allowed for the selective section (or selective sections) of the last stage.

It must absolutely be respected.

At the end of the event, the FIM International Jury will homologate the final classification.

At the end of the last event of the Championship, the FIM International Jury will homologate the final classification of the Championship and provide it to the Organiser, for the organisation of the Prize-Giving Ceremony of the Championship.

### **80.34.7 Posting**

The various classifications will be posted each evening at the bivouac at 19h00 (unless another time is explicitly stated in the SR) (or as soon as possible) on the official board.

If, for a case of force majeure, the classification cannot be posted at 19h00 or at the expected time in SR, the FIM International Jury can postpone the limit of protest to three (3) hours after the effective posting.

On a rest day the classifications of the previous Stage will be posted at 19h00 or at the time specified in the SR and become definitive 30 minutes later.

At the finish of the rally, the classification will be posted on the official board at the precise time specified in the day before bulletin.

The following classification, signed by the Clerk of the Course, will always be posted:

#### **General Overall:**

**One for Category 1 - RallyGP**

**One for Category 2 - Rally2**

**One for Category 3 - SSV**

**Category 1 - Group 1: FIM RallyGP World Championship Moto-Rally**

**Class 1: FIM RallyGP Women's World Cup**

**Class 2: FIM RallyGP Junior World Cup**

**Class 3: FIM RallyGP Veteran Trophy**

**Category 2 - Group 1: FIM Rally2 World Cup Moto-Rally**

**Category 2 - Group 2: FIM Rally2 World Cup Moto-Enduro**

**Category 2 - Group 3: FIM Rally2 Quads World Cup**

**Trophy: FIM Rally2 Adventure Trophy**

**Category 3: FIM SSV World Cup**

## 80.34.8 Championships' results

### Classification:

The final classification of the FIM Cross-Country Rallies World Championship, FIM Cross-Country Rallies World Cups (Women and Junior) and the FIM Cross-Country Rallies Veterans Trophy will be established on the basis of the four best events in the FIM calendar.

For the other FIM Prizes, the final ranking will be made taking into account the events (maximum 4 events) eligible for the groups, categories and classes concerned.

According to the above, at the end of the FIM Cross-Country Rallies World Championship, the rider who has obtained the most points in the category World Championship will be awarded the title of FIM Cross-Country Rallies World Champion.

For the FIM Cross-Country Rallies Manufacturers World Championship, in each event, the points of the two best riders in the category World Championship will be added together. The manufacturer who has obtained the most points will be awarded the title of FIM Cross-Country Rallies Manufacturer World Champion.

The rider who has obtained the most points in the classification of the Quads, Women or Junior FIM Cross-Country Rallies World Cup will be awarded by the title of winner of the corresponding FIM World Cup. The rider who has obtained the most points in the classification (the add of the three best results of the calendar) of the Veteran Trophy will be awarded by the title of winner of the Veteran Trophy.

For the FIM Cross-Country World Cup - Women, the classification will be composed of only one Women's class, all classes together.

For the FIM Cross-Country World Cup - Quads, the classification will be composed of only one Quads category, groups G & H together.

For the FIM Cross-Country World Cup - Junior, the classification will be composed of only one Junior's class, all classes together.

For the FIM Veteran Trophy, the classification will be composed of only one Veteran class, all classes together.

### Disqualification

In the event of a rider being disqualified from the results of an event counting towards the FIM World Championship, the rider will be attributed 0 (zero) points in the event classification.

### Tie

In the event of a tie at the end of the FIM Cross-Country Rallies World Championship, the rider with the most victories will be placed first. If a tie remains, the rider with the most second places will be placed first and so on until the stalemate is broken. If a **tie** remains, the winner will be the rider who obtains the best place in the last event.

## 80.35 PROTESTS - APPEALS

1. Any protest shall be lodged according to the procedure of the FIM Disciplinary and Arbitration Code. It shall be submitted in writing and handed to the Clerk of the Course accompanied by the security deposit currently applicable. This sum will not be returned if the complaint is rejected.

If the protest calls for the dismantling and refitting of various parts of a motorcycle, the complainant shall pay an additional security deposit.

2. Any cost for the work and for transporting the motorcycle shall be borne by the complainant, if the protest is not well founded. In the case of the contrary, it shall be borne by the rider concerned by the protest.
3. The final deadline for holding a protest against the classification of a Stage is valid up to three (3) hours after the posting of the **Provisional classification of the stage** (report to Art. 80.34.2 for the time of posting).
4. The final deadline for protest, at the end of the event, will be half an hour beginning from the time when the official general classification of the Cross-Country Rally is posted.



## **80.36 PRIZE-GIVING CEREMONY**

A Prize-Giving Ceremony, under the responsibility of the organiser, must be held at the end of each Rally. The exact schedule and venue must be mentioned in the SR.

The first three placed riders of each category must receive a trophy and any other appropriate gift, provided by the organiser.

The Team Manager of the winning rider of the Motorbike World Championship category must take part in the Prize-Giving Ceremony and must also receive a trophy.

During this Prize-Giving Ceremony, the national anthem of the winner's country (based on his passport) may be played.

The national flags of the top three riders (based on their passport) may be hoisted at the same time.

The organisers of the final round of the FIM Cross Country Rallies World Championship shall arrange a ceremony to reward the first three placed riders in the overall Championship, for each category and classes.

If a rider is absent from the Prize-Giving Ceremony, without the prior approval of the Clerk of the Course, he will be given a fine of EUR 200.-

## **80.37 FIM ANNUAL PRIZE-GIVING CEREMONY**

The rider who wins the Motorbike World Championship category, must be present at the FIM Prize-Giving Ceremony organised each year. If he does not attend the Ceremony, he will be subject to a minimum fine of CHF 10'000.- and of CHF 100'000.- maximum.

## TERMINOLOGY AND DEFINITIONS

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 Road Section 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 riders regroup; this zone is located in the road book. In the bivouac, servicing is free between the riders still in the race and with machines and/or people registered in the Assistance category.
Briefing	The briefing must 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 must also be published on the official board.
CP (Passage Control)	Check Point. A zone where the time card must be stamped or perforated by the marshals and which is a WPS.
COG (Cap Over Ground)	Information given by the GPS, indicating the heading followed by a moving vehicle.
CTW (Cap to Waypoint)	Information given by the GPS, indicating the heading to follow up to the next Waypoint.
Disqualification	Penalty decided by the FIM International Jury following an important infringement to the FIM regulations.

DTW (Distance to Waypoint)	Information given by the GPS, indicating the distance up to the next Waypoint.
Duration of an Event	<p>The Event starts with the administrative control or technical inspection 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 technical control carried out in accordance with the Code</li> <li>- end of the prize-giving.</li> </ul>
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 Selective Section.
Liaison Penalty (PL)	Time penalty to be added to the other penalties in precise cases mentioned in the SRs et/or in 80.21.1
Fixed penalty (FP)	A time penalty to be added to penalties already incurred by riders in precise 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.
GPS	A “Global Positioning System” is a system using satellites to localise precisely longitude, latitude and altitude at any point on earth.
IJ	FIM International Jury.
Journal	Information book with irremovable numbered pages, with the precise time and date of the annotations.
Marathon stage	A stage with limited assistance at the camp site at the end of the day.
Maximum time allowed	<p>Time given for each Road Section and maximum time given for each Selective Section, which, if passed, will result in the application of a fixed penalty.</p> <p>At this moment, the control is considered closed for the rider in question.</p>

Neutralisation	Time during which the riders are stopped by the Clerk of the Course (Parc Fermé conditions). This time is the same for all participants.
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.
Overall classification	Overall classification of all categories together.
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.
Pulse signal (IMP)	Following the permanent functioning of the GPS, a pulse signal is recorded in the GPS approximately every 150m and the speed is displayed on the speed page of the GPS "SPD".
Rally HQ	Rally headquarter. Score point of the Rally, coordinating and managing the race.
Real time	The time actually used for the course of a Selective Section.
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 condition). The stopping time may be different depending on the riders.
Road Book	Each rider shall receive a road book in the form of a paper roll, size A5, comprising a maximum of 5 horizontal lines of distances, drawings and information, containing characteristic notes and the compulsory waypoints, which they must observe on pain of penalties.
Road Section	Part of the route, to be done in the allotted time, between two successive time checks.
Route	This is defined by the official road book of the event, confirmed by the driver of the opening vehicle.
Selective Section (SS)	True speed test in real time. Starts of Selective Sections are preceded by or twinned with a Time Check for the starts, and followed by a Time Check after the finish.
SI (Speed Infringement)	Any speed exceeding the maximum speed allowed in a Speed Control Zone.

SOG (Speed Over Ground)	Information given by the GPS, indicating the speed of a moving vehicle.
Sporting penalty	A time penalty to be added to penalties already incurred by riders in precise cases and specified in article 80.17.8. the value of the SP is specified in the Supplementary Regulations.
Stage	Each part of the Rally separated by a camp site.
Super Special Stage (SSS)	The organisation of a Super Special Stage is optional. If one is scheduled for inclusion in the event, the riders must take part in it. Only one Super Special Stage 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	Time Control / Arrival Time Control.
Time card	Card intended for affixing the markings of the various TC/ CP carried out over the itinerary.
WPE (Eclipse Waypoint)	A compulsory passage point memorised in the GPS and indicated in the road book, the coordinates of which are not revealed to the riders. A point towards which the GPS directs the rider once the waypoint preceding this WPE has been validated, whatever the distance between the waypoint and the WPE. It works in the same way between several successive WPEs.
WPM (Hidden Waypoint)	A compulsory passage point memorised in the GPS and indicated in the road book, the coordinates of which are not revealed to the riders. The GPS directs the rider towards this point only once he has come within a 1 km radius of it.
WPS (Safety Waypoint)	<p>A compulsory passage point, where the coordinates are given to the riders by the road book and memorised in the GPS. The waypoint will validate at 90 meters. Towards a WPS, all available information is displayed on the screen of the GPS.</p> <p>WPS can be used for security reasons or to prevent cuts and must be used in all control zones defined in article 80.20 and in any danger!!! (Danger 3).</p>

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, WPS. Each waypoint noted on the road book is a compulsory passage point.
WPV (Visible Waypoint)	A point the coordinates of which are given to the riders by the road book and memorised in the “GPS”. Towards a visible way point, all available information is displayed on the screen of the “GPS”.
WPC (Waypoint Control)	WPC (Control Waypoint). A WPC is a Waypoint that allows the respect of the Road Book to be checked, without any navigation information being supplied by the GPS other than, the order of passage in relation to other Waypoints or boxes in the Road Book, as well as it’s name.

SUMMARY OF THE PENALTIES	Art. N°	Start refused	Disqualification	Time penalty	Financial penalty	Decisions Penalties Sanctions of the JI
Refusal of the organisers advertising	Art. 80.4				100% of the entry fee	
Invalid licence	Art. 80.6	X				
Anti-sport, unfair, incorrect or fraudulent action	Art. 80.6					Sanctions of the JI
Motorcycle not registered	Art. 80.7	X				
Engine change 1 <sup>st</sup> change 2 <sup>nd</sup> change 3 <sup>rd</sup> and following change	Art. 80.7.3			15' 45' 120'		
Absence or incorrect affixing of a number plate	Art. 80.7.4			X		Specified in the SR
Absence or incorrect affixing of at least two plates or the bib	Art. 80.7.4	X		X		
Absence or falsification of an identification mark	Art. 80.8.2.1		X			
Absence of the identification marks	Art. 80.8.2.1		X			
Refusal to present the machine to a technical control	Art. 80.8.3					Up to disqualification

SUMMARY OF THE PENALTIES	Art. N°	Start refused	Disqualification	Time penalty	Financial penalty	Decisions Penalties Sanctions of the JI
Non-respect of the maximum sound level during the event 1 <sup>st</sup> infringement 2 <sup>nd</sup> infringement 3 <sup>rd</sup> infringement	Art. 80.8.3			15' 1h		Disqualification
Passing at more than 200m of a WP given by the organiser	Art. 80.11.2			X		Specified in the SR
Use of the GPS releasing code "5555 Emergency"	Art. 80.11.5			6 hours		
Use of the GPS releasing code "WPM" 1 <sup>st</sup> to 3 <sup>rd</sup> use: from 4 <sup>th</sup> use:	Art. 80.11.5			3 hours 6 hours		Per use
Traffic regulations of the countries through which the event passes not respected 1 <sup>st</sup> infringement 2 <sup>nd</sup> infringement 3 <sup>rd</sup> infringement	Art. 80.12			30' 1 h		Up to disqualification
Insufficiency of the rest period between two stages and unfavourable doctor's opinion	Art. 80.13	X				
Itinerary not respected	Art. 80.15		X	X		Up to disqualification



SUMMARY OF THE PENALTIES	Art. N°	Start refused	Disqualification	Time penalty	Financial penalty	Decisions Penalties Sanctions of the JI
Itinerary not respected in sensitive areas of a Selective Section	Art. 80.15					
1 <sup>st</sup> infringement				15'		
Deliberately blocking the overtaking of a motorcycle	Art. 80.15					Up to disqualification
Riding in the opposite direction in a Selective Section	Art. 80.15		X	X		Up to disqualification
Remaining for more than 30'' after the starting signal	Art. 80.15.1			2'		
Early start	Art. 80.15.1			1'		
Rider not presenting his motorcycle with engine running	Art. 80.15.1			1' by mn late		
Refusal to start at the time and position given	Art. 80.15.1		X	X		Up to disqualification
Voluntary stop in the arrival area of a Selective Section	Art. 80.15.2		X			
Excess of the authorised speed	Art. 80.16					Accord. to Art.
Lateness on the theoretic time at the stage departure	Art. 80.17.1					
Up to 30' or 60' Over 30' or 60'			X	1' by mn delay		

SUMMARY OF THE PENALTIES	Art. N°	Start refused	Disqualification	Time penalty	Financial penalty	Decisions Penalties Sanctions of the JI
Absence of the visa in a CP	Art. 80.22.3			X		Accord. to Art.
No start or abandon in a Selective Section/stage	Art. 80.17.8					Accord. to Art.
Assistance and towing of motorcycles in a Selective Section	Art. 80.18.2		X			
Assistance in a Road Section	Art. 80.18.2			3h		Except if authorised in the SR
Prohibited assistance	Art. 80.18.3					Up to disqualification
Correction/ alteration of the time card	Art. 80.19		X			
Loss of the time card	Art. 80.19			5'		
Passing at a control without the motorcycle	Art. 80.19		X			
Instructions of the Chief of the control point not respected	Art. 80.20		X	X		Up to disqualification
Non-respect of the entry, exit and the direction of the traffic in the zone	Art. 80.20					
1 <sup>st</sup> infringement				10'		
2 <sup>nd</sup> infringement				1 h		
3 <sup>rd</sup> infringement				3 h		

SUMMARY OF THE PENALTIES	Art. N°	Start refused	Disqualification	Time penalty	Financial penalty	Decisions Penalties Sanctions of the JI
Behind or ahead of schedule at a TC after a Road Section (except arrival of a stage, no penalty for ahead of schedule)	Art. 80.21			1' by mn		
Failure to observe Parc Fermé orders	Art. 80.25		X			
Failure to possess a part or all of the survival equipment	Art. 80.28					
The first 30'				1' by mn		
More than 30' or 60'						Start refused
Non-declaration of abandonment	Art. 80.32				Fine of 500 EUR to 3'000 EUR	Request of sanction to the FMN's rider
Refusal to cross out the number plates after abandonment/ disqualification	Art. 80.32				Fine of 500 EUR	Request of sanction to the FMN' rider



Symbols for the Road Book

TRACKS		ZONES		SYMBOLS		SYMBOLS		ABBREVIATIONS	
	TARMAC ROAD		START		FENCE		PETROL STATION	$\frac{L}{R}$	LEFT RIGHT
	TRACK		DEPARTURE SELECTIVE SECTION		BARBED WIRE FENCE		MONUMENT	$\frac{L}{R}$	LEFT AND RIGHT
	OFF PISTE OFF TRACK		FINISH		RAILROAD		ANIMALS INDIVIDUAL	$\frac{R}{L}$	RIGHT AND LEFT
	LESS VISIBLE OLD TRACK		ARRIVAL SELECTIVE SECTION		HOLE		ANIMALS	onL onR	ON THE LEFT ON THE RIGHT
	PISTE TRACK		TIME CONTROL		HOLE COLLAPPS		CAIRN	kpL	KEEP TO THE LEFT
	MAIN PISTE MAIN TRACK		CONTROL ZONE END		BUMPY		ROCKS INDIVIDUAL	kpR	KEEP TO THE RIGHT
	ROAD		START OF SERVICE AREA		TWISTY		MOUNTAIN INDIVIDUAL	kpS	KEEP STRAIGHT
	PARALLEL TRACKS		FINISH OF SERVICE AREA		SUMMIT		TREE INDIVIDUAL	$\pm V$	MORE / LESS VISIBLE
	OFF PISTE		PASSAGE CONTROL		RUTS		PALM TREE	$+V$	MORE VISIBLE
	OFF PISTE FORBIDDEN		START OF NEUTRALISATION		LATERAL INCLINATION		CAMEL GRASS	$-V$	LESS VISIBLE
	FOLLOW MAIN PISTE		FINISH OF NEUTRALISATION		POST		VEGETATION	N	NEXT
	FOLLOW ROAD		REFUELING POINT		ELECTRIC POLE		VEGETATION	AT	AT
SAFETY		ON TRACK			ELECTRIC LINE		TALL GRASS	IN	INTO
	DANGER 1		NARROW		HIGH VOLTAGE TOWER		SMALL WADI	$B^G$	BIG
	DANGER 2		BUMP		ANTENNA MAST		LARGE WADI	$S^M$	SMALL
	DANGER 3		DIP HOLE		WELL		SANDY WADI	$A^W$	ALWAYS
	DANGER FOR ALL SYMBOLS		COMPRESSION		WATER TANK		RIVER	$SR^X$	STONY/ROCKY TRACK
	START ZONE SPEED LIMIT		DITCH		BARREL		WATER AREA SEA, LAKE	SR	STONE/ROCK ON TRACK
	FINISH ZONE SPEED LIMIT		ABOVE BRIDGE		KILOMETER MARKER		PLAIN	$Q^T$	QUIT LEAVE
	SPEED LIMIT		UNDER BRIDGE		TYRE		RESTRICTED AREA	$Q^T MP$	QUIT / LEAVE MAIN TRACK
	FINISH OF SPEED LIMIT		DOWN HILL		SIGN POST INDIVIDUAL		300m DISTANCE IN METER	$M^X$	MANY
	STOP		TOWARDS		HOUSE		350m DISTANCE FROM TRACK	IMP	IMPERATIVE
	SLOW DOWN		UP HILL		BUILDINGS INDIVIDUAL	DUNES / SAND		CLP	COLLAPSED
WAYPOINTS			STEP DOWN		CHURCH MOSQUE		SMALL DUNE	BAD	BAD
	WAYPOINT MASKED		STEP UP		RUINS INDIVIDUAL		SMALL DUNES	RGH	ROUGH
	WAYPOINT ECLIPSE		LEFT OVER CREST		FORT		BROKEN DUNE	GAR	GET AROUND
	WAYPOINT VISIBLE		RIGHT OVER CREST		CEMETERY		SAND SPIT	NR	NARROW
	WAYPOINT NAVIGATION		GATE BARRIER		VILLAGE		BIG BOWL IN DUNES	GV	GRAVEL
	WAYPOINT SAFETY		GATE BARRIER		BIVOUAC		SAND PLAIN	+	AND
DIRECTION			CATTLE GATE BARRIER		TUNNEL		DUNES	BTW	BETWEEN
	BEARING (CAP)		WATER CROSSING		PIPELINE		DN	RJ	REJOIN
	BEARING AVERAGE		CONCRETE		WALL		$DN^X$	FA	FOLLOW ALONG
	BEARING CALCULATED		CONCRETE IN WATER		STONE WALL		SA	VAL	VALLEY

## Appendices: Appendix 1

TIME-KEEPING: TERMS OF REFERENCE
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**1. General**

- Article 80.34.1: The Clerk of the Course bears the responsibility for time-keeping. The Timekeeping company chosen by the Organiser has the responsibility to provide him with the classification in the official FIM format.
- Article 80.2.2: The person in charge of the Timekeeping must be in possession of a valid FIM Timekeeper's licence.

Furthermore, he must be the holder of a valid Sporting Steward's or Race Director's licence for Cross Country Rallies and have attended a seminar organised by the FIM to that effect.

- Article 80.2.12: Appointed timekeepers must be qualified to use the time-keeping system of the event and be in possession of a FIM licence.

They must produce the official results in accordance with the FIM Regulations and hand a copy to the FIM Jury President.

- Article 80.31: In order to carry out his duties, the timekeeper must use, according to the competition, the most appropriate timekeeping system.

A timekeeper officiating must have at his disposal reserve timekeeping instruments to make up for any possible malfunction of the instruments normally used for the purpose.

The riders must accept any system of timekeeping.

**Implementation****Before the event**

Before the first meeting of the International Jury, a meeting shall be organised in which the Jury President, the Race Director, the person in charge of the Timekeeping, the Organiser, the person responsible for the Tracking system and the person responsible for the GPS.

At this meeting, the person in charge of the Timekeeping shall present the human and material resources at his disposal and their deployment. The Race Director shall remind the meeting of the various procedures and particularities of Timekeeping in Cross Country Rallies. On this occasion, the Jury President shall provide the FIM results templates.

### During the event

#### At the start of the Selective Section

The starting time in the Selective Section shall be the theoretical starting time indicated on the time card (see model Appendix 2). If this theoretical starting time is changed, the real starting time should be taken into account.

The information noted on the time card of the competitor should be confirmed by the timetables indicated on the “hundred sheet” that must be kept at the start of the Selective Section. This document must be signed by the post manager.

In case of a divergence, the “hundred sheet” shall prevail.

The competitor’s starting time shall be expressed in hours and minutes. It may also be expressed in hours, minutes and seconds in the following circumstances:

- when the starts are given every thirty seconds,
- if the post manager has altered the rider’s theoretical start time,
- if it is the start of the second Selective Section and the Subsequent ones in a stage containing several Selective Sections (see Explanatory Sheet in Appendix)

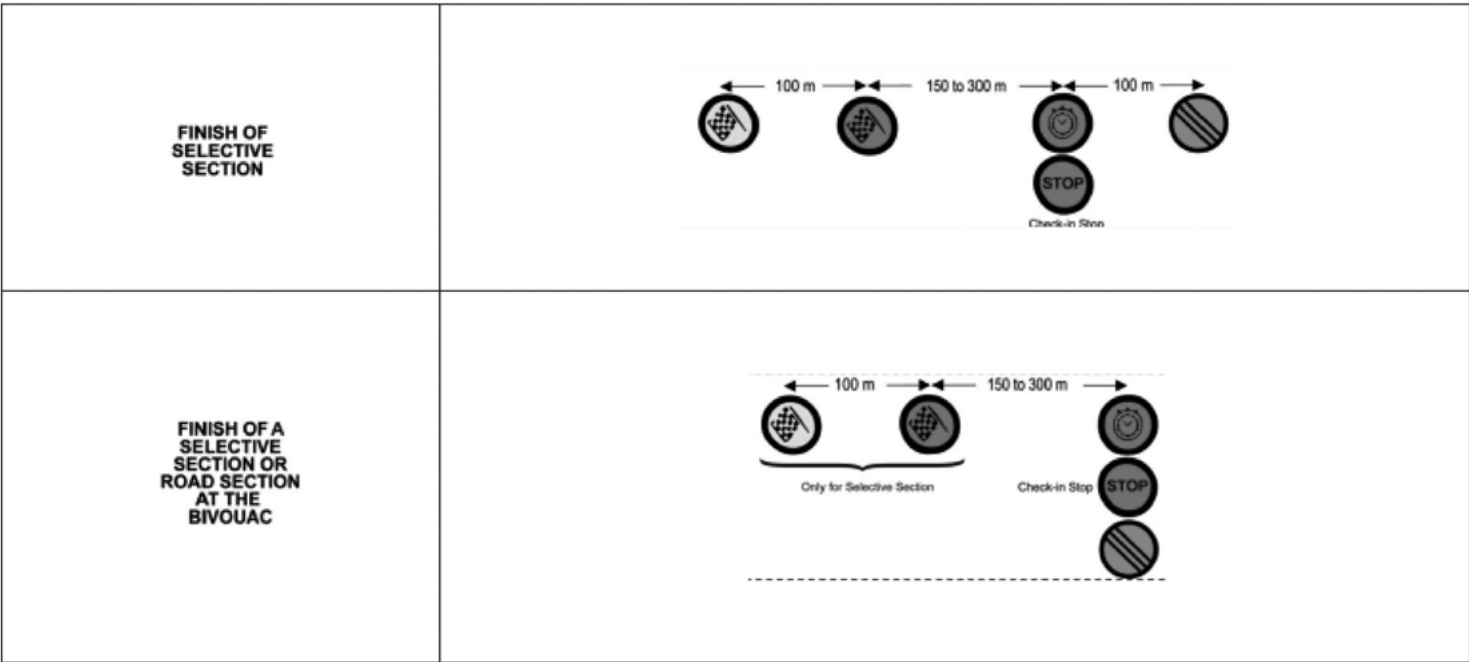
In no case can the start time of the Selective Section be given by an automated system of the photoelectric cell type.

The official responsible for giving the start will calculate the times as indicated in article 80.15.1 of the Regulations. However, he may use a clock that makes the calculation automatically.

At the finish of the Selective Section

Article 80.15.2: Finish of a Selective Section

The finish of a Selective Section will be judged at speed, with a red chequered flag as shown in the chart below:



Timing is recorded on the finish line, with printer-type clocking-in equipment. This equipment will be backed up by hand-held time-keeping devices.

The finishing times will be taken to the nearest second.

At the finish of the Selective Section, the finishing time shall be recorded on the competitor's time card manually or by affixing a printed label if the available equipment so allows. This second solution is to be preferred as it obviates the risk of errors in transmission of the time between the finish at speed and the STOP point.

At the end of each stage and at the end of the event

The various classifications

The person in charge of timekeeping must be able to provide the Race Director and the Jury President with the various classifications defined in the FIM Regulations:

Article 80.34.2: Definition of the various classifications

Partial classification of Selective Section: non official, distributed for information only (press, teams...)

Provisional classification of Selective Section: posted by the Clerk of the Course at 19h00 the day after the stage in question.

Provisional classification of stage: posted by the Clerk of the Course at 19h00

Definitive classification of stage: posted by the Clerk of the course at 19h00 the day after the stage in question.

Provisional general classification of Event: posted by the Clerk of the Course at 19h00 the day after the stage in question.

Final general classification of Event: posted by the Clerk of the Course at the end of the Rally.

#### Daily classifications:

##### Article 80.34.3: Format of the daily results

The results, prepared by the organiser (in accordance with the official form), must contain the following information:

- **FIM Logo and Championship Logo**
- Title, venue, date and IMN of the event
- Title of the stage/Selective Section
- Name and signature of the FIM Jury President and the Clerk of the Course
- Position, number, surname, first name, nationality, FMN, motorcycle
- Total time realised and average gap



NB: on the various classifications, it would be helpful to indicate the penalties received by the competitors in a specific column. It will also be necessary to provide a specific column for the “Time Bonuses” that could be granted to the competitors by the Race Director. This Time Bonuses will be deducted from the time taken to complete the Selective Section.

#### Daily classifications:

##### General Overall:

One for Category 1 - RallyGP

One for Category 2 - Rally2

One for Category 3 - SSV

Category 1 - Group 1: FIM RallyGP World Championship Moto-Rally

Class 1: FIM RallyGP Women’s World Cup

Class 2: FIM RallyGP Junior World Cup

Class 3: FIM RallyGP Veteran Trophy

Category 2 - Group 1: FIM Rally2 World Cup Moto-Rally

Category 2 - Group 2: FIM Rally2 World Cup Moto-Enduro

Category 2 - Group 3: FIM Rally2 Quads World Cup

Trophy: FIM Rally2 Adventure Trophy

Category 3: FIM SSV World Cup

The timekeepers shall also provide every day:

The list of penalties for the day (in detail)

The summary of penalties rider by rider

The list of withdrawals (riders no longer in the race)

#### Final classification:

##### Article 80.2.12:


They must produce the official results in accordance with the FIM Regulations and hand a copy to the FIM Jury President.

At the end of the event, as soon as the results are homologated by the FIM International Jury, they must send the results by e-mail to the FIM Administration ([info@fim.ch](mailto:info@fim.ch), [gregory.ricci@fim.ch](mailto:gregory.ricci@fim.ch)).

Appendices 2: Timecard  
(Exemple)

Nom de l'épreuve et/ou Logo	Etape n° 1		Véhicule n°
	Du CH - Départ d'étape		
	Au CH - Bivouac		


  

		Heure théorique	Heure réelle
CH 0 - Départ d'étape		<input type="text"/>	<input type="text"/>




  

Liaison 1 : 120 km      Temps imparti :

CH 1 - Fin de Liaison 1		<input type="text"/>	<input type="text"/>
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SS 1	DEPART SS 1		<input type="text"/>	<input type="text"/>
235,4 km				
Temps max 06 h 15				
Pénalité 07 h 30	ARRIVEE SS 1	 	<input type="text"/>	

Liaison 2 : 45 km      Temps imparti :

CH 2 - Bivouac		<input type="text"/>	<input type="text"/>
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Remarques :

This document corresponds to a stage with an initial link section, a selective section and a final link section.

This is just an example but it contains all the information the rider needs to manage the timing of his stage and for the Race Director to verify its successful completion.

This card will have to be adapted to the format of each stage where necessary.

## Appendix 3

Start of the second selective section on stages with several selective sections

What the rule says:

“On stages where there are several selective sections, the start of the second selective section will be given in the order of arrival of the previous selective sector (with the intervals maintained to the second), plus the time allocated for the link section, if any, and the regulation 5 minutes.”

Article 80.17.1 paragraph 4 - FIM Rally World Championship Appendix

The rule therefore imposes two constraints:

- To respect the order of arrival in the previous section;
- To maintain the intervals between the competitors to the second.

How can these obligations be met when this start is implemented?

### 1. The time card

This document will have to take this special requirement into account.

It will have to show clearly:

- A timetable at the CH of the second selective section to the minute calculated as follows:

Finish time for the first selective section to the minute (12 hours 45 in the example below) to which we can add the time allocated for the link section (30 minutes), that is 13 hours 15 minutes in the example below;

And

- A start time to the second calculated as follows:

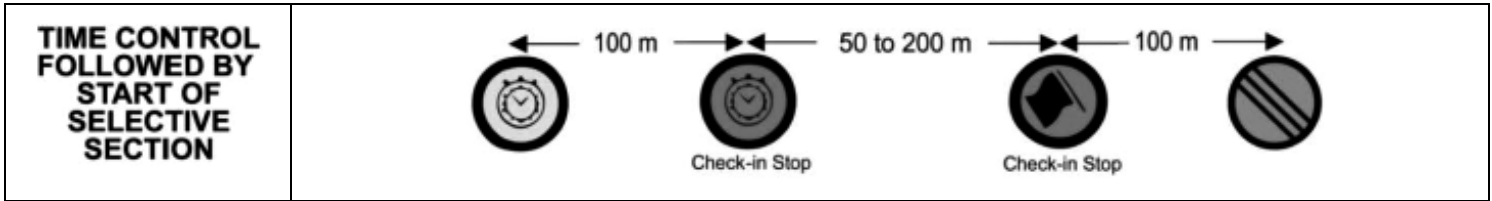
Finish time of the first selective section to the second (12 hours 45 minutes and 31 in the example below) to which we then add the time allocated for the link section (30 minutes) and the regulation 5 minutes for preparing the start, i.e. 13 hours 20 minutes and 31 seconds in the example below.

Example of time card:

Finish SS1	12	45	31	
	Hours	Minutes	Seconds	
Link Section				0 : 30
	Hours	Minutes	Seconds	
CH SS2	13	15		
	Hours	Minutes	Seconds	
Start SS2	13	20	31	
	Hours	Minutes	Seconds	

2. Organisation of the post

The starting post of the second selective section will be organised in accordance with Article 80.20 of the FIM Rally World Championship Appendices.



At the time check, the operations will be carried out in accordance with articles 80.21 (Rallies).

However, for the start of the selective sections, the start of the second will re-quire some adjustments:

- It may be difficult or even impossible for the official responsible to perform the calculations as described in Articles 80.15.1 (Rallies). The presence at the starting line of a digital clock indicating hours, minutes and seconds would be very useful.

- The official responsible will have to be informed of the exact starting times of the competitors. This information will be conveyed to him by radio, telephone or any other means of communication. The riders cannot be asked to present his time card to check the start time.
- The official will have to be very quick off the mark to start two competitors whose start times are very close together or to give two competitors the start at the same time!

In all cases, the official responsible for the post will have to do his utmost to apply the rule and its spirit in the sporting interests of our discipline.

NB: respecting the spirit of this rule means not grouping competitors between two selective sections; the grouping principle is not compatible with preserving the intervals to the second.



Annexe 4 : Supplementary Regulation (SR)

	Organiser's logo	
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**2020 FIM CROSS COUNTRY RALLIES  
WORLD CHAMPIONSHIP**

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

## 1. PUBLICATION

\_\_\_\_\_ is organising the \_\_\_\_\_ round of the **2020 FIM Cross Country Rallies World Championship** on behalf of the \_\_\_\_\_ Federation. The event will take place in accordance with the relevant legal and administrative requirements of the host country/ies and the relevant FIM documents , including but not limited to the FIM Sporting Code, the applicable FIM Technical Regulations, the FIM Medical, Anti-Doping and Environmental Codes, the FIM Disciplinary and Arbitration Code, the FIM Code of Ethics and the Sporting and Technical Regulations of the FIM Cross Country Rallies World Championship and the Appendices thereto, as well as the present Supplementary Regulations and any rules and regulations adopted by the FIM International Jury.

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

FIM Approval: IMN No(s) \_\_\_\_\_

FIM Approval: \_\_\_\_\_

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

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

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

## 2. ACCESS

Nearest airport: \_\_\_\_\_

Nearest town: \_\_\_\_\_

### 3. HONOUR COMMITTEE

### 4. ORGANISING COMMITTEE

(Names, addresses, emails, internet sites, telephone and mobile numbers)

### 5. ADDRESS OF THE PERMANENT SECRETARIAT

(Name, address, email address, internet site, telephone and mobile numbers)

### 6. LIST OF OFFICIALS

OFFICE	NAME	LICENCE N°
<b>FIM Representative</b>		
FIM Jury President		FIM
1 <sup>st</sup> Jury Member, FIM		FIM
2 <sup>nd</sup> Jury Member, FMNR		FIM
Clerk of the Course		FIM
	Super Licence :	FIM
Deputy Clerk of the Course		FIM
FIM Technical Director		FIM
FMNR Chief Technical Steward		FIM
FMNR Technical Steward		FIM
Chief Medical Officer		FIM
FIM Medical Delegate		FIM
Environmental Steward		FIM
FIM Environ-mental Delegate		FIM
Chief Time-keeper		FIM
Chief Tracking Officer		FIM
Chief GPS Officer		FIM
Chief Steward		
Safety Officer		
Competitor Relations Officer (CRO)		Photo of the person
Event Secretary		
Press Officer/Head of Media		

The list of officials and judges of fact (names + licence numbers) of the Organiser will be posted on the official notice board and communicated to all participants and members of the Jury.



## 7. EVENT PROGRAMME

- 7.1 Date of registration opening
- 7.2 Date of registration closing
- 7.3 Date of publication of entry lists
- 7.4 Opening of the Press room and accreditation centre  
Place:  
Time:
- 7.5 Administrative control and collection of equipment and documents  
Place:  
Time:
- 7.6 Preliminary Technical Inspection  
Place:  
Time:
- 7.7 Press Conference before the Start  
Place:  
Time:
- 7.8 1<sup>st</sup> meeting of the FIM International Jury  
Place:  
Time:
- 7.9 Publication of the Start list of the Super Special (SSS)  
Place:  
Time:
- 7.10 Riders' Briefing  
Place:  
Time:
- 7.11 Compulsory Safety Systems Briefing  
Place:  
Time:



- 7.12 Super Special  
Reconnaissance (Article 80.14)  
Place:  
Time:  
Max Speed authorised:  
Max Time:

- 7.13 Delivery of Road Book, Stage 1  
Place:  
Time:

- 7.14 Schedule of Stages and Competitors’ Briefings
  - Super Special Spectacle (Article 80.14.1):

Day	Date	Action	Time	Place



- 7.15      Finish of the Rally  
Place:  
Time:
- 7.16      Final Parc Fermé  
Place:  
Opening time:
- 7.17      Final Technical Inspection  
Place:  
Time:
- 7.18      Final meeting of the FIM International Jury  
Place:  
Time:
- 7.19      Publication of the Provisional Final Classification  
Place:  
Time:
- 7.20      Publication of the Official Final Classification  
Place:  
Time:
- 7.21      Prize Giving Ceremony  
Place:  
Time:
- 7.22      Official Notice Board  
From \_\_\_\_\_ to \_\_\_\_\_ Rally PC  
From \_\_\_\_\_ to \_\_\_\_\_ Bivouac  
From \_\_\_\_\_ to \_\_\_\_\_ Rally PC

## 8. RIDERS

### 8.1 ENTRIES

- Entries (Article 80.4):
- The maximum number of motorcycles that can be entered is \_\_\_\_\_ [number]
- The Rider enters the \_\_\_\_\_ [name of the Rally] in full awareness of the risks that he/she may take by participating in this event.

He/she agrees to indemnify, protect and hold harmless the Organisers, the FMNR and the FIM and anyone acting on their behalf or under their authority, including but not limited to their representatives, employees, agents, officials and volunteers, from and against any and all liability, penal and/or civil, loss, expense or claims of whatsoever nature, including but not limited to third party claims, relating to injury to persons, including death, or loss or destruction of or damage to property arising in connection with his/her participation in the \_\_\_\_\_ [name of the Rally].

### 8.2 ENTRY FORMS

### 8.3 ENTRY FEES

### 8.4 SECURITY DEPOSIT CHEQUE

### 8.5 ASSISTANCE ENTRY FEES

### 8.6 TRANSPORT

### 8.7 PAYMENT

## 8.8 ENTRY REFUSAL - WITHDRAWAL - NO SHOW

## 8.9 CANCELLATION OR RESCHEDULING OF THE EVENT

## 9. PARTICULAR CONDITIONS OF VISITED COUNTRIES

- Nature of fuel (Article 80.9):

Visa: \_\_\_\_\_ Cost: \_\_\_\_\_

Compulsory/recommended vaccinations: \_\_\_\_\_

Vehicles registration: \_\_\_\_\_

Customs formalities: \_\_\_\_\_

Dress code: \_\_\_\_\_

Other: \_\_\_\_\_

## 10. CATEGORIES AND CLASSES

- 10.1 The FIM categories, **groups** and classes are the following:

Category 1 - Group 1:	FIM RallyGP Moto-Rally World Championship
Class 1:	FIM RallyGP Women's World Cup
Class 2:	FIM RallyGP Junior World Cup
Class 3:	FIM RallyGP Veteran Trophy
Category 2 - Group 1:	FIM Rally2 Moto-Rally World Cup
Category 2 - Group 2:	FIM Rally2 Moto-Enduro World Cup
Category 2 - Group 3:	FIM Rally2 Quads World Cup
Trophy:	FIM Rally2 Adventure Trophy
Category 3:	FIM SSV World Cup

- 10.2 In addition, the following categories and classes will be staged by the Organiser: (to be filled in)

## 11. IDENTIFICATION

## 12. ADVERTISING

## 13. STARTING ORDER

13.1 MINIMUM INTERVAL BETWEEN THE LAST MOTORCYCLE AND THE FIRST CAR:

13.2 START ORDER OF THE LAST STAGE:

Please describe the starting procedure:

## 14. ROAD BOOK AND NAVIGATION

The road book, the descriptions and the descriptive maps for the first stage of the event are issued to the competitors at the administrative controls.

Thereafter, the road books for the subsequent stages will be given out every day, between \_\_\_\_\_ and \_\_\_\_\_ [time] at \_\_\_\_\_ [place]. Riders arriving late at the bivouac will have to go to \_\_\_\_\_ [place].

Information given by the track openers is communicated to the competitors at the briefings and by postings on the notice board.

14.1 SPECIFIC ASSISTANCE ZONES IN THE SS

## 15. FUEL / AUTONOMY

15.1 AUTONOMY

### Category 1 - RallyGP:

**Group 1:** In the SS, the organiser shall organise a refuelling station every \_\_\_\_\_ maximum.

**Category 2 - Rally2:**

Group 1: In the SS, the organiser shall organise a refuelling station every \_\_\_\_\_ KM maximum.

Group 2: In the SS, the organiser shall organise a refuelling station every \_\_\_\_\_ KM maximum.

Group 3: In the SS, the organiser shall organise a refuelling station every \_\_\_\_\_ KM maximum.

**Category 3 - SSV:**

In the SS, the organiser shall organise a refuelling station every \_\_\_\_\_ KM maximum.

**15.2 FUEL****16. TRAFFIC****17. MARATHON STAGE**

Duration and working condition in the Work Park Marathon.  
Art. 80.17.7 - paragraph 7.

**18. INSURANCE**

18.1 THIRD PARTY LIABILITY

18.2 REPATRIATION FOR MEDICAL REASONS

18.3 PERSONAL ACCIDENT INSURANCE

**19. ADMINISTRATIVE OBLIGATIONS**

19.1 EACH COMPETITOR

19.2 EACH MOTORCYCLE

## **20. CLASSIFICATIONS**

20.1 LIST OF PRIZES - CUPS

20.2 CEREMONY:

## **21. COMPULSORY EQUIPMENT RENTAL**

21.1 GPS

21.2 VEHICLE TO VEHICLE ALARM SYSTEM (Sentinel System type)

21.3 TRACKING SYTEM

21.4 DISTRESS BEACON

## **22. PENALTIES**

Standard Penalty (PF): Each PF will represent a penalty of \_\_\_\_\_ hours.

Sporting Penalty (PS): Each PS will represent a penalty of \_\_\_\_\_ hours.

**Category 2 and 3:** Maximum number of PS to score points: xx

## **23. SAFETY PLAN**

23.1 AERIAL MEANS

23.2 LAND-BASED MEANS

23.3 COMPOSITION OF THE MEDICAL STAF

## **24. DEROGATION FROM FIM REGULATIONS (approved by the FIM)**





FÉDÉRATION INTERNATIONALE  
DE MOTOCYCLISME

**FIM-LIVE**.com

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