

UAE DESERT CHALLENGE 2001
SUPPLEMENTARY REGULATIONS

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1. ORGANISATION

The Organisation of the UAE Desert Challenge Cross-Country Rally is under taken by the Organising Committee with the approval of the National Sporting Authority, the UAE Motorcycle Club. This event will be run in compliance with the relevant FIM standards.

Name of the rally:	UAE Desert Challenge
Name of the organising club:	UAE Desert Challenge Ltd
Name of the National Sporting Authority:	UAE Motorcycle Club

The motorcycle section of the rally is run in conjunction with a FIA World Cup for Cross-Country Rallies event and therefore the required interval of 30 minutes between the car and the motorcycle event will be adhered to. (FIA standard list of requirements, para. 8: "Twinning with a motorcycle event.")

Organising Committee

Chairman	Mohammed Ben Sulayem Kevin R. Monaghan Hilary Monaghan Moaz Sawaf Jacques Skayem Col. Dagash Al Jabri
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Address of the Permanent Secretariat

UAE Desert Challenge P.O. Box 1714 Dubai United Arab Emirates	Tel: + 971 4 2669922 Fax: + 971 4 2666996 e-mail: rallyuae@emirates.net.ae Web: uaedesertchallenge.com
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International Liaison Offices

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Officials of the Rally

Jury President
Sporting Stewards

Race Director
Clerk of the Course
Assistant Clerk of Course
FIM Technical Representative
Technical Steward
Competitor Liaison
Chief Medical Officer
Secretary to Jury
Time Keeper
Chief Safety Officer
Environmental Officer
Post Chiefs

Other Officials

Logistics Team

Antonio Sa Da Costa (P)
Oliver Conway (UAE)
Hilary Monaghan (UAE)
Kevin R. Monaghan
Jean Paul Higy (F)
David McDowall (UAE)
Charles Krajka (F)
Peter Davies (UAE)
Marie Hervagault (F)
Dr. Piet Tampere (UAE)
tba
tba
Col. Dagash Al Jabri (UAE Armed Forces)
TBA
Red vests and lapel identity badges

Heidi Struiksma, Sue-Sharyn Ward
Richard Wallace, Judy Wallace, Malcolm Godbold
Gary Wheeler, Richard Taylor

2. ITINERARY

Opening date for entries	Sun 1 st July 2001	
Closing date for entries	Tue 25 th September	18:00
Documentation/Administration	26 th October 2001	10.00 – 18.00
	27 th October 2001	09.00 – 18.00
Scrutineering/Technical Checks	Sunday 28 th October	07.30 – 17.00
Publication of Authorised Starting List	Sunday 28 th October	18.45
Prologue	Monday 29 th Oct	Dubai
Issuing of Road Book for Leg 1		18.00 Hyatt
Prologue Results and Leg 1 Start List		19.00 Hyatt
Official Rally Start	Tue 30 th Oct	Abu Dhabi
Start of Leg 1		Manasir Plateau - Liwa
Issuing of Road Book for Leg 2		18.00 Rally HQ
Leg 1 Provisional Results/ Leg 2 Start List		19.00 Bivouac
Start of Leg 2	Wed 31 st Oct	Rub Al Khali – Eastern Region
Issuing of Road Book for Leg 3		18.00 Rally HQ
Leg 2 Provisional Results/ Leg 3 start List		19.00 Bivouac
Start of Leg 3	Thu 1 st Nov	Western Region - Rub Al Khali
Issuing of Road Book for Leg 4		18.00 Rally HQ
Leg 3 Part. Official Results/ Leg 4 Start List		19.00 Bivouac
Start of Leg 4	Fri 2 nd Nov	Raml Al Buhuth -
Rally Finish at end of Leg 4		Ghantoot
Final Technical Checks		from 14.00
Leg 4 / Final Provisional Classification		19.00 Hyatt
Prize-Giving Ceremony & Gala Dinner		20.30 Hyatt
Rally HQ and Official Notice boards	Fri 26 th – Mon 29 th	Hyatt Hotel
	Tue 30 th – Fri 2 nd	Liwa Hotel
		Fri 2 nd Hyatt Hotel

3. CROSS COUNTRY RALLIES – Appendix 081

081.1 Definition

The UAE Desert Challenge will take place in conformity with the present FIM International regulations concerning Off Road Rallies, the specific regulations of the event and its appendices, which all riders undertake to respect at the time of signing on at registration.

The rally will take place over five days within the boundaries of the UAE. The route has been designed for an average speed of 70km/h and is divided into stages, which can be completed in daylight. The maximum length of each stage varies but does not exceed 800 kilometres.

Refuelling will be provided after **210** kilometres (+/- 10%). The detailed itinerary and schedule is as specified in Article 2 – Itinerary.

After each stage the minimum rest period of six hours is compulsory. The Clerk of the Course may allow a rider to start a new stage without proof of the six-hour rest only once during the whole rally following the event doctors opinion (ref: Appendix 081. 16). The rider must turn up one hour before his/her theoretical start time.

In the event of differences in the interpretation of these regulations, the English text alone will be considered as binding.

081.2 Rules

The UAE Desert Challenge will be run in accordance with the FIM Sporting Code, the rules for FIM Cross Country Rallies and these supplementary regulations. The Clerk of the Course will be responsible for the application of the rules during the event. Any complaints regarding the rules or any case not provided for will be examined and judged, solely, by the jury of sporting stewards.

Numbered and dated addendum / additives which will be dated, numbered and signed, will be given to the riders concerning any cases not provided for in the supplementary regulations. These additional provisions will be posted on the official notice board. Each competitor is jointly responsible for his service team(s) and accompanying person(s).

081. 3 Terminology

F.M.N. National Motorcycling Federation

Section. Each part of the rally separated by a campsite

Liaison or Road Section. Section of the itinerary between two successive time controls.

Special Stage (SS). True speed test in real time.

Target Time. Each road section and special stage must be covered in a target time which the riders must respect. Anyone exceeding this target time will incur a penalty of one minute per minute late.

Maximum Time. Time allocated to each road section special stage. Any competitor exceeding this time will receive the fixed penalty. In this case the control is said to be closed for the competitor concerned.

Real Time. Time actually taken to cover the route of a special stage.

Fixed Penalty. A time penalty, which is added to the penalties already incurred by the rider in specific cases and listed in the regulations.

Regrouping. Stop scheduled by the organisers to enable the theoretical times to be observed on the one hand, and to regroup the competitors still in the event. The stopping time may vary according to the riders.

Neutralisation. Time during which the competitors are stopped by the Clerk of the Course

Closed Park (Parc Ferme). Zone in which no repairs or interventions on the motorcycles are possible.

Additive / Addendum. Official bulletin, which is an integral part of the specific regulations of the rally, to modify, indicate or complete them. Addendums are numbered, dated and signed by the Organisers up to the date of the controls, then by the jury during the rally. . Riders must acknowledge receipt by initialing them, unless it is materially impossible to do so during the rally.

Time Card. Card for the stamps of the control points scheduled in the itinerary.

TC. Time control

P.C. Passage Control

Leg or stage. Each part of the rally separated by a stop.

Exclusion. Sanction of exclusion decided by the International Jury following an important infringement, whether provided or not in the sporting regulations.

Course or Route. The official course as described by the Organiser in the Road Book. It represents the itinerary to be followed scrupulously, particularly during certain legs over traced racing routes. Should these recommendations and the information given in the Clerk of the Course's briefing fail to be respected, penalties could be applied as far as exclusion from the event. Leaving the racing route is strictly forbidden throughout the entire rally except in places authorised by the road book or by the Clerk of the Course during a briefing, and retirement.

081.4 Motorcycles

General Conditions for Admission

The UAE Desert Challenge is open to FIM category machines: Marathon, Production, Super Production with a single cylinder 4-stroke engine under 700cc, with 2, or 4 wheels. Other motorcycles may take part but will not score points in the world cup championship.

In all UAE Desert Challenge documentation the categories will be referred to as follows:

Marathon	M1 - up to 700cc
Production	M2 - up to 700cc
Super Production	M3 - up to 700cc
Quad	M4 – 250cc to 500cc

They must conform to the regulations of the category in which they are entering with the safety standards of the event and with the road traffic regulations in force in the countries crossed. A rider, a team, an importer, a dealer, etc can enter these machines.

Any competitor entered by a third party and/or who is not the owner of the machine, on which he is entered, must hold a detailed authorisation document issued by the owner that must be presented at the administrative checks.

Changing class during an event, for whatever reason can only be authorised by the jury and will incur a penalty of 15 minutes.

Exhaust Pipes and Silencers

Even if the special provisions for a category allow the original silencer or complete exhaust to be replaced, motorcycles participating in an event on a public road must always have an exhaust silencer, which meets the regulations of the countries on route.

The position and design of the system must comply with the provisions of the FIM code. Effective protection must also be provided to prevent burns from hot exhaust pipes.

The exhaust system must not be a temporary one. Exhaust fumes must be discharged only at the end of the system. Frame components may not be used to discharge exhaust fumes..5

Lights and Equipment

Lights must comply fully with the International Convention on road traffic. Each motorcycle must be equipped with at least:

- ♦ a headlamp
- ♦ an homologated back light with a stop light
- ♦ a red anti-fog light of a least 21W, measuring 140 x 70 mm or two lights of an equal area (an iodine type bulb is recommended) must be fitted at the rear.

Categories of machines admitted

Category 1: Marathon (M1)

Technical Definition:

A rider, a team, an importer, a dealer, etc may enter these machines. Any competitor entered by a third party and/or who is not the owner of the machine on which he is entering, must hold a detailed authorisation document issued by the owner that must be presented at the administrative checks.

The machines entered in this category must be original, as first delivered by the manufacturer. They must be standard machines, with the exception of the modifications authorised in total conformity with the sales catalogue and homologated per type and not as an isolated case.

The original repairs catalogue (maintenance manual used by dealers) must be presented together with the machine for scrutineering, as well as the corresponding definitive registration certificate.

Only riders who have completed the event with one and the same engine and have not changed the parts listed below during the event will be eligible for classification in category M1:

- ♦ Frame
- ♦ Central crankcase, cylinder(s), cylinder head(s)
- ♦ Fork (inner and outer tubes, upper and lower cross-heads)
- ♦ Swinging arm.

The parts listed above must be strictly original and will be marked with the competitor's number during scrutineering.

The replacement of any of the above-mentioned parts will disqualify the competitor from category M1 and he/she will be moved into category **M2 with a penalty of 15 minutes**, with the exception of changing the frame, which excludes the competitor from the event.

If a rider fails to produce the technical and administrative documents required for the checks, his machine will be irrevocably excluded from category M1 and from that time onwards will only be able to be entered in categories M2 or M3.

The following modifications are authorised:

- ♦ removal of the speedometer and/or the revolution counter provided their positions are used to house navigating accessories and provided the speed of the machine can be monitored by the rider;
- ♦ modification of the original electrical circuit to:
 - o fix red security lights (see art. 4.1.2)
 - o fix navigation device(s);
- ♦ fixing spare petrol and water tank(s);
- ♦ reinforcement of all or part of the frame for the sole purpose of fixing safety petrol and water tank(s) firmly and safely;
- ♦ improvement of the front suspension (inner and outer tubes, lower and higher cross-head must be kept original);
- ♦ changing the shock absorber(s) model;
- ♦ changing the filter but keeping the complete original box; the position of the air intake may be changed;
- ♦ changing the total exhaust line, but keeping the original material;
- ♦ changing wheels but keeping the original hubs. The diameter and width of the rims is not imposed so as to adapt to the sizes of tyres available in the market;
- ♦ changing the tyres;
- ♦ the replacement but not the removal of original fairing(s) by other equipment manufactured in a different material but maintaining very exactly the forms and sizes of the original model(s);
- ♦ modifying the original fairing(s) to fix petrol tanks;
- ♦ changing the fairing bubble;
- ♦ changing but not the removal of the front mud-guard;
- ♦ changing secondary transmission but maintaining the pitch of the original chain;
- ♦ changing brake pads or linings and the hydraulic fluid;
- ♦ the removal of stand switch(s);
- ♦ changing the handlebar, levers and rubber grips;
- ♦ changing the seat;
- ♦ fixing an engine guard;
- ♦ the addition of lamp protection(s);
- ♦ the addition of front fork and brake disc(s) guard(s);
- ♦ the addition of a baggage carrier;
- ♦ the addition of hand protection.

Any changes not explicitly authorised are FORBIDDEN

The following machines are accepted in Category M1:

APRILIA	600 & 650 PEGASO; 350 & 600 WIND; 350 & 600 TURAREG
BMW	R 80 GS; F 650; R 100 GS;
CAGIVA	350 W12; 350 & 500 T4; 350 & 750 ELEFANT; 600 W16; 900 IE & 900 IE-GT; 900 EC
GILERA	350 DAKOTA; 600 RC; 600 XRT
HONDA	250 NX; 250, 350, 400, 500, 600 XLR; 250, 400, 600 XR; 600 XLM; 600 V; TRANSALP; 650 DOMINATOR; 650 AFRICA TWIN
HUSABERG	610 TE
KAWASAKI	500 KLE; 650 TENGAI; 650 KLR; 650 KLXC
KTM	LC4 620 GS; LC4-E 660 Rallye – 400 & 520 EXC – 540 LC4
MORINI	500 COGURAO
MOTO GUZZI	350 & 750 NXT; 650 NXT1/NXT2; 650 V65TT
SUZUKI	250–350–400–500–600–650–750 & 800 DR, S, DJEBEL, BIG-650 DRSE
TRIUMPH	900 TIGER
YAMAHA	400 DT, MX, LC, R; 350 - 600/660 XT, E, Z, TENERE; 600 TT; 750 SUPER TENERE WR400 F.

Any competitor wishing to enter the marathon category but whose machine is not included in this list may ask the organiser to include it.

If a competitor presents a machine, which is mentioned in the above list that does not conform to the Marathon regulations it will be excluded from that category and could be entered in a higher category on decision of the stewards. The organising committee reserves the right to accept or to refuse any special case.

Category 2 Production (M2)

This category is open to:

- ♦ all machines included in the category 1 list,
- ♦ all machines officially homologated and sold in stores

All technical improvements are authorised with the exception of those concerning:.

The engine, must be the original homologated one with all its peripherals. It will be marked at scrutineering

The frame, must be the originally homologated one with no parts lengthened or shortened. Reinforcements are only permitted on the front of the frame (steering column) as well as those required to fix the petrol tank(s). The rear portion of the frame can be changed, replaced or removed if it can be disassembled.

The following can be modified but must be kept until the finish:

- ♦ the fork (inner and outer tubes, upper and lower cross-heads);
- ♦ the swinging arm.

The organising committee reserves the right to accept or to refuse any special case.

Category 3 Super Production (M3)

The machines of this category must be officially homologated and definitively registered. They must conform with, traffic standards in the countries crossed, with specific regulations of the event and the technical FIM regulations.

One spare engine alone is authorised throughout the course. It will be marked at scrutineering. A rider needing to change his engine but who does not have a spare one may, if applicable, use the spare engine of another competitor or the engine that another competitor has already replaced.

Category 4 Quad (M4)

The only machines accepted are those equipped with a motor in conformity with the original and/or from a motorcycle normally sold in the European sales network. The machines of this category must be officially homologated and definitively registered.

For these machines the electric circuit breaker connected to the rider's wrist is **compulsory** as well as lateral anti-embedding guards between the front and rear wheels. Quads with 2 or 4 wheel drives are authorised.

One spare engine alone is authorised throughout the course. It will be marked at scrutineering. A rider needing to change his engine but who does not have a spare one may, if applicable, use the spare engine of another competitor or the engine that another competitor has already replaced.

Categories 1, 2, 3, 4

Change of engine: Competitors are reminded that they must inform the FIM Technical Delegate if they change an engine and fit a spare engine. If notification is not given the competitor will incur a penalty of disqualification from the event.

Equipment for all categories of machines

Throughout the entire event, **ALL** machines must be equipped with the following:

- ♦ one or more petrol tanks in conformity with the range required by the organiser, **210 kms** a safety margin of 10% is recommended.
- ♦ an accessible and reliable spare water tank containing at least 2 litres fixed onto the machine;
- ♦ a powerful lighting system including a back light with homologated brake light;
- ♦ an anti-fog back light installed on the higher point of the rear mud guard, measuring at least 140mm x 70mm or two lights of equivalent size equipped with a bulb of at least 21W.
- ♦ additional light(s) must function constantly and be connected to the general lighting system;
- ♦ an electric circuit breaker that can be reached by hand without letting go off the handlebar;
- ♦ a distress beacon. This must be placed on the motorcycle, must be accessible and able to function without disassembly or tools;
- ♦ the rider's name and blood group must be visibly marked on both sides of the machine, and on the helmet.
- ♦ a GPS (GPS units rented from organisers will be preloaded with way-points).
- ♦ an identity tag, with name/date of birth engraved on it. **This is the rider's responsibility and it will be checked at scrutineering.**
- ♦ all riders must wear the correct clothing and homologated helmets with the name and the blood group on the sides as specified in the FIM Technical Regulations (Appendix 01.65-01.73)

Cylinder Capacity Classification

In each category, cylinder capacity will be classified as follows: -

- Class 1: 124cc – 250cc
- Class 2: 251cc – 400cc
- Class 3: + 400cc

081.5 Accepted Riders

Conditions for admission of riders:

- ♦ Only riders holding a valid 2001 FIM Enduro World Championship and Cross Country Rallies licence will be permitted to compete. This rule will be strictly adhered to. (see appendix 080 of the Sporting Code),
- ♦ Riders holding an FIM International licence may also participate but no points will be scored towards the FIM Cross-Country Rallies World Cup.
- ♦ All riders of any nationality must be over 18 years of age.
- ♦ A national driving licence corresponding to the engine capacity of his/her machine. (Documents certifying loss or theft of the driving licence will not be accepted, as they do not prove the possession of a motorcycle licence for the engine capacity.)
- ♦ **Letter of authorisation from riders' National Motorcycling Federation is necessary to participate at the event.**
- ♦ Any rider replaced by another rider on his/her machine during a leg will be excluded from the event, as will the machine of the rider replacing him/her. This applies to all categories and throughout the entire event.
- ♦ Riders enter the UAE Desert Challenge with full knowledge of the risks, which the event may involve. They undertake to relieve the organisers of any penal or civil liability in the event of bodily injury or damage to property in connection with the rally.

Competitors must make their own arrangements for repatriation between a UAE hospital and their home country. The organising committee reserves the right to refuse the admission of a rider without explanation.

081.6 Officials dealing with riders

Officials dealing with riders will be clearly identified, by the use of nametags; bibs or other means that will be easily recognisable. The officials will be located at all relevant points of control and their tasks will be but not limited the following:

- ♦ Keeping the riders informed and provide answers to questions raised
- ♦ Provide information and additional details
- ♦ Provide answers to items not specifically complaint related, thus avoiding unnecessary jury intervention.

081.7 Entries

	Basic Fee	Bivouac	*Shipping
UAE / Gulf / Middle East Entries	Dhs 500	Dhs 700	
Overseas entry paid before 7 Sep 2001	US\$ 1,600	Included	US\$ 250
Manufacturer entry paid before 7 Sep 2001	US\$ 3,800	Included	US\$ 250
Overseas entry paid on/after 8 Sep 2001	US\$ 2,600	Included	US\$ 250
Manufacturer entry paid on/after 8 Sep 2001	US\$ 4,800	Included	US\$ 250
Team Entries	Dhs 150 / US\$ 41 (per bike – min. 3 / max. 5)		

*When using organisers shipping, port/customs duties are included in shipping fees. Price quoted is for return shipping from Genoa. One way shipping can be arranged – any competitor requiring one-way shipping should contact the shipping agent direct.

What is included in the basic entry fee	What is not included in the basic entry fee
<ul style="list-style-type: none"> 🔑.....Fuel during the event 🔑.....3 night bivouac pass for competitor 🔑.....Water rations 🔑.....Emergency rations 🔑.....1 gala dinner ticket 🔑.....1 UAE entry visa (if required) 	<ul style="list-style-type: none"> 🔑.....Shipping 🔑.....Port /customs duties (see note below) 🔑.....Hotel accommodation 🔑.....FIM compulsory emergency beacon 🔑.....GPS (make/model not restricted)

Additional Charges

Gala Dinner tickets	USD \$50.00
Bivouac pass	USD \$192.00
Additional set of service plates and books	USD \$200.00
Visa's for non competitor/service	USD \$50.00 (after 19 th October USD \$ 100.00)

Payment

Bank Transfer	Account Name:	UAE Desert Challenge
	Account Number:	01 –50-46128-5
	Bank Name:	National Bank of Dubai
	Address:	P. O. Box 777, Dubai, United Arab Emirates
	Answer:	45421 NATNALEM
	Swift Code:	NBDUAED

Please fax a copy of the bank transfer form for reference and reconciliation purposes (+971 4 2666996). The registration form will only be accepted if accompanied by the relevant entry fees, or a receipt issued by the competitors FMN.

Anybody wishing to take part in the UAE Desert Challenge Cross-Country Rally must send an official entry form duly completed along with a passport copy and bank transfer confirmation before 1800hrs on 7 September 2001 to obtain the preferential rate. Four passport size photographs (4x4cm approx.) of the rider with his name written on the reverse must be attached to the entry form.

Visas

Visas for the following nationalities are now available on arrival to the UAE:-

Andorra, Australia, Austria, Belgium, Brunei, Canada, Denmark, Finland, France, Germany, Greece, Holland, Hong Kong, Iceland, Ireland, Italy, Japan, Liechtenstein, Luxemburg, Malaysia, Monaco, New Zealand, Norway, Portugal, Singapore, South Korea, Spain, Sweden, Switzerland, USA, Vatican City.

The Organising Committee will provide entry visas for those competitors and service crews from countries that are not listed above – provided that a passport copy is provided before 10 October 2001. Entry will not be permitted prior to 25 October 2001.

Bivouac Entry

Access to the overnight bivouac will be restricted to those wearing ID. All applicants, including service crews must present themselves for ID person to the Rally Office at the Hyatt Regency Hotel, Dubai during the period of documentation.

Bivouac Camp

The Organisers will provide essential hygiene facilities, catering arrangements and marquee type tents. Competitors are advised to bring their own personal tents, sleeping bags and other basic camping equipment as these items will not be provided by the organisers.

Assistance to motorcycle competitors

Organisers Trucks will transport for each competitor a box containing spare parts, special equipment, two tyres and wheels.

This will be carried from the scrutineering location, to the bivouac site and back to the Hyatt Regency.

The trucks will also carry tool boxes, wheels and tyres. Competitors should bring their own metal box (dimension: 80cmX45cmX35cm height) identified with their competitor Number. The maximum weight allowed is 60 kg.

Refusal of entry – Withdrawal

Entry fees will be refunded in full:

- ♦ To applicants whose entry has not been accepted
- ♦ In case of the rally not taking place.

(The organisers may refund 50% of the entry fee to those competitors who for reason of 'force majeure' duly certified by their FMN, were unable to start the rally). Entry fees will not be refunded should the motorcycle not pass scrutineering.

081.8 Identification

The organising committee shall provide each team with three number plates. The following spaces on their machines must be reserved to fix the Organisers plates and panels:

- ♦ 1 front number plate and 2 side number plates measuring 25cm x 25cm bearing the race numbers.
- ♦ The plates shall be placed visibly at the front and sides for the duration of the rally and must not cover even partially the registration number of the motorcycle.
- ♦ 1 bib – which must be worn throughout the duration of each leg and liaison/road section.
- ♦ 1 identification bracelet.
- ♦ 1 identification card.

The rally plates and bibs must be fixed/worn correctly throughout the duration of the rally. Incorrect affixing of the above shall incur a time penalty of **15 minutes**. At the start of each stage the absence of at least two plates or bib shall result in exclusion from the race.

The organisers will supply replacement plates or bibs if required at the end of each day. The rider is solely responsible for ensuring he obtains replacement bibs or plates and affixing them to the motorcycle. Bibs/numbers are available from the Competitor Liaison Officer.

The Technical Stewards during scrutineering will fix identification marks to the motorcycle, the Stewards may check at any time during the rally that the marks are still in place. The absence or falsification of identification marks will result in exclusion from the race.

- ♦ The following parts will be marked:
- ♦ The lower engine (engine/gearbox casing)
- ♦ A replacement engine with gearbox may also be marked during scrutineering
- ♦ The frame, which must not be changed during the event but may be dismantled and serviced/repaired
- ♦ All the items specified in the Marathon class Technical rules.

081.9 Starting order

- ♦ Racing numbers will be allocated, by, the organising committee.
- ♦ A prologue will be organised which **will not** count towards the classification of the rally. The start of the first stage will take place in the classification order of the prologue.
- ♦ Starting order for the Prologue will be according with the Start List, 2 by 2 at 1-minute intervals from the 1st – 10th competitor; the remaining competitors will start at 30-second intervals.
- ♦ Starting order for Abu Dhabi Corniche will be in accordance with the classification of the Prologue, at 1-minute intervals for the first 10 competitors and at 30-second intervals for the remaining competitors.
- ♦ Starting order for SS1 will be in accordance with the classification of the Prologue at intervals of 2 minutes for the first 10 competitors and then 2 by 2 at 1 minute intervals for the remainder of the competitors.
- ♦ Starting order for SS2, SS3 and SS4 will be in accordance with the classification of the last special stage run at intervals of 2 minutes for the first 10 competitors and then 2 by 2 at 1 minute intervals for the remainder of the competitors, unless Race Control decides otherwise.
- ♦ As the Desert Challenge is twinned with a car event the time between the start of the last motorcycle and the first car will be 30 minutes.
- ♦ All riders must start at the time shown on their card. If they cross the line later, the official starting time will nevertheless be the time at which they should have started (time shown on the card).

- ♦ All riders must cross the starting line with their engines running, their lights and lamps on and their motorcycles self-propelled, under penalty of exclusion. If these conditions are not met, they will not be given their time card and they will therefore be allowed 30 minutes to start their machine or repair their lamps and lights and cross the starting line. **They may on no account start after the first car has started.**
- ♦ Times in the overall placing are expressed in hours, minutes and seconds.
- ♦ Riders who have tied are shown as such in the placing of legs and in the overall placing, in the order of the racing numbers. Therefore riders who have tied will start in ascending racing number order.
- ♦ Late arrivals will be penalised 1 minute for each minute of lateness. 30 minutes late will incur a 1-hour penalty. Over 1-hour lateness and the rider will be excluded from the race.

081.10 Itinerary

Prologue

After the riders briefing on Monday morning 29th October 2001, competitors have the opportunity to walk the course. No practicing is allowed and no rally vehicles allowed in advance. Once the competitor has completed the circuit he is permitted to leave the area as to not obstruct other competitors.

Accident Assistance

Competitors are reminded that common sense dictates that they should stop whenever they come across an accident and with utmost speed inform rally control by means of mobile telephone or by requesting the next competitor to inform the next PC giving precise details of the location of the injured competitor. Rally control will initiate medical assistance.

It is considered normal practice for a competitor who has stopped at the scene of an accident to stay with the injured party until the arrival of medical assistance.

Road Book

Reconnaissance of the course is strictly forbidden, whatever that form may be. As from the publication of the present regulations, all reconnaissance trips or trial sessions are forbidden in the territory of the UAE.

The road book is the official itinerary to be followed and will be issued to all competitors. It will be distributed to competitors in the form of separate rolls for each Leg. The rolls/scrolls are prepared to be used for specific reading; they are 14cm wide and must be unrolled towards the front of the machine (from bottom to top of the reader).

The road book, together with a map, will indicate the route for the Leg (including road sections, selective sectors and passage control point) geographically (using GPS latitude/longitude references on WGS84 datum) and representatively (kilometres and drawings).

The road book for each leg will be issued at 1800hrs on the day immediately prior to the day of the leg.

In desert sections where a precise description of the route is difficult due to lack of landmarks, the route is defined by a series of GPS co-ordinates and points as given by the organisers.

Competitors are obliged to be equipped with a GPS and may not claim to be ignorant of their position relative to the official route. Competitors may use the official organisers GPS units, which will be supplied complete with waypoints for a fee.

The road book will be checked by a professional car team up to 48 hours prior to the first leg of the Rally in conformity with car regulations in force by which motorcycle riders benefit. Any changes made will be available every day during the briefing and on the competitor's notice board.

Traffic

Competitors are prohibited in all cases from straying more than 2 kms either side of the official route on pain of possible disqualification from the event.

Throughout the entire event, the crews must strictly observe the traffic laws of the United Arab Emirates. Any rider who does not comply with these traffic laws shall be subject to the penalties laid out below.

For traffic violations the following penalties will apply:

- ♦ 1st infringement: UAE Dhs 500.
- ♦ 2nd infringement: 30 minutes penalty
- ♦ 3rd infringement: exclusion from the event.

In the case of an infringement of the traffic laws committed by a rider participating in the event, the policemen or officials having noted the infringement will inform the offender thereof, in the same way as for normal road users.

Should the police decide against stopping the driver in the wrong, they may ask the Organisers to apply penalties laid out in the present Regulations, subject to the following:

- ♦ That the notification of the infringement reaches the organisers through official channels and in writing, before the posting of the current classification.
- ♦ That the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, as well as the place and time of the offence.
- ♦ That the facts are not open to various interpretations.
- ♦ The speed of vehicles when passing through or in the proximity of camel farms or other animal pens in the desert should be limited to 40kph or less if circumstances demand.
- ♦ Riders must take every precaution to minimise disturbances of a nuisance to livestock at all times.

Exceptional Halt

No time will be deducted from the race time for exceptional halts whatever the reason (e.g. momentary assistance rendered to an injured person, etc.)

Towing – Transport

It is forbidden to tow a machine unless to return it to the racing route, to free a passage or to escape from a difficult position.

It is forbidden for a third party or for a competitor still in the race to transport a machine. This could lead to exclusion from the event.

In the control zones at the finish of the selective sections, the motorcycle must be able to move under their own means, a penalty of 1 hour is applicable for each breach of the rules.

Any competitor being towed or transported during any part of the stage will be considered as not completing the stage. The competitor may start the next day with penalties outlined in article 081.16.

Fuel

The organisation will make fuel available to all riders **at the official refuelling areas**, this fuel is free of charge. The fuel specification will be 98 octane with lead.

Range

The motorcycle must be fitted with a long-range fuel tank, allowing them to cover at least 210 kms +/- 10%.

Each competitor will be responsible for the calculation of his range. The organisation can never be held responsible if his machine cannot cover the minimum distance of 210 kms +/- 10%, whatever the nature of the terrain.

081.11 Assistance

General

- ◆ Repairs and refueling are strictly prohibited during selective sections except in areas specifically designated by the Organisers. Details will be issued together with the road book.
- ◆ The movement of service vehicles will be strictly forbidden along the selective sections of the rally route with the exception of areas detailed in the Road Book and or the Service Information Book.
- ◆ For an infringement, at the discretion of the Stewards, a penalty of up to and including exclusion may be imposed to the motorcycle that is being serviced.
- ◆ The distance from the start to the first Assistance Zone or between Assistance Zones or between the last Assistance Zone and the finish of the stage will not exceed 210kms +/- 10%. Precise distances will be given in the Service Book to be issued at Documentation.
- ◆ Each competing vehicle will receive one set of numbered Service Plates free of charge. Additional plates and service books can be applied for on the entry form at a cost of **US\$300 per set.**
- ◆ Any airborne or ground assistance by a vehicle not registered as an organisers assistance vehicle, between the start and finish of a section is strictly prohibited, under penalty of exclusion, This also includes radio sending / receiving equipment.

081.12 Insurance

The entry fee includes competitor cover for civil liability towards third parties. The insurance cover will come into effect from the start and will cease at the end of the event or at the moment of retirement, disqualification or exclusion.

This cover provides for a maximum liability in respect of any one claim or series of claims resulting from one accident is Dhs 10,000,000 (US\$2,740,000).

Damages on rally and/or service cars as well as the liability of the crewmember towards the other crewmember of the car are not covered by the insurance provided by the Organisers.

The service vehicles, even those bearing special plates issued by the organiser, may never be considered as official participants in the event. **Therefore, they are not covered by the insurance policy of the event and remain the sole responsibility of the owner/driver.** Additional insurance will be available for purchase at documentation.

Search Insurance

The costs of any search and rescue, which, may be undertaken by the governments of the UAE on their own territory are covered.

The insurance policy resulting from the decree in force does not under any circumstances concern the theft of vehicles, spare parts, etc. If a theft is made in the UAE, the organiser's responsibility is not incurred under any circumstances.

The competitor will receive all the details concerning the insurance policy and search insurance subscribed for the event, on special request sent by mail to the Organisers.

The competitor can subscribe to any additional individual insurance for injuries and material damages.

Repatriation

Competitors must make their own arrangements for repatriation between a UAE hospital and their home country.15

081.13 Advertising

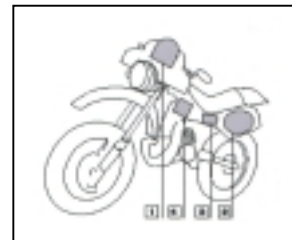
Competitors are free to affix advertising on their motorcycles provided that:

- ♦ The organisers compulsory advertising areas are clear. (plates/bibs etc;).
- ♦ The advertising material is authorised by the FIM rules and the laws of the relevant countries
- ♦ It does not contravene laws of public decency and customs

NB: THE ADVERTISING OF ALCOHOL IS STRICTLY PROHIBITED IN THE UAE



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



Advertising areas which can be bought back are;

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

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

It is the riders responsibility to check that none of the organisers advertising areas are missing, masked or damaged.

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

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

081.14 Time card

At the start of each leg, each rider will be given a time card showing the target time to cover the distance between two time checks. This card is to be handed in at the time check at the finish of each leg and will be replaced by a new time card at the start of the next leg. **The rider is solely responsible for his/her timecard.**

If any corrections or alterations are made to the time card without the written approval of a checker, the rider will be excluded from the event.

Riders are solely responsible for presenting their time cards at the various checkpoints for the accuracy of entries. Controllers are only allowed to enter the time, by hand or with a printer.

Riders alone are responsible, subject to incurring penalties, for having their passage checked at all points indicated on their time card and in the correct numbered order: absence of a stamp or failure to hand in the time card may go as far as exclusion from the event. Loss of the time card will incur a penalty of **15 MINUTES** plus any penalties for missed route or time checks, which will be added to a subsequent leg. Any rider who presents his/her time card to a control without having their motorcycle will be excluded from the event.

Time cards must be handed in at the final control point each day.

081.15 Control zones

All check points (i.e. time checks, start and finish of special stages and passage controls) will be indicated by standard signposts (see table (see table (see table (see table 081.20)). The signboards will always be located on the right side of the racing route. The minimum diameter of the panels is 70cm. The drawing must be black. The panels will always be placed on the same side for the entire route of the Cross Country Rally. The width of the control zone will be defined, and should not exceed 50m.

- ♦ A warning sign will identify the start of the control zone, with a yellow background. A final sign will indicate approximately 100m after this, the position of the checkpoint, with three diagonal black stripes on a beige background.
- ♦ All check zones, i.e. all areas between the first yellow sign and the final beige signs will be considered as a Closed Park. The stopping time must not exceed the time required for carrying out checking.
- ♦ It is strictly forbidden to enter a check zone from any direction other than that prescribed by the itinerary of the course, or to re-enter a check zone once checking-in has taken place at this zone.
 - o 1st infringement: a penalty of 1 hour
 - o 2nd infringement: exclusion
- ♦ The target check-in time is the sole responsibility of the competitor, who may consult the official clock on the check table.
- ♦ Riders are obliged to follow the instructions of the marshal in charge of the check zone, failing which, a penalty which, may go as far as exclusion (any cases will be examined by the Stewards) could be applied.
 - o Yellow bibs will identify the marshals.
 - o Red bibs will identify the post chiefs.
 - o Other officials will be identified by special lapel nametags showing their name and official capacity.

081.16 Time checks

081.16.1

Check points will be ready to function one hour before the target time for the passage of the first competitor. Unless the Clerk of the Course decides otherwise, they will cease to operate one hour after the target time for the last competitor, taking into account the allotted time, delay from exclusion time, or the maximum time authorised.

081.16.2 - Closing time of passage controls

The closing time of passage controls will be mentioned in the road book or additive and will take into account the distance run since the start of the sector, the maximum time allowed, the individual time of the last competitor plus 60 minutes.

At the time check at the finish of a road section, the rider must cross the line and then hand his time card to the marshal who will enter on it the check-in time of the rider and his/her provisional starting time for the special stage.

After checking in, the rider will immediately go to the start of the special stage; the marshal will record the real time for the start of the special stage and will then give the start for that rider.

There must be a 5-minute gap between two checks to allow the competitor to prepare for the start. Furthermore, in the case of a flat tyre, the rider concerned will be allowed a maximum of 20 minutes additional time.

In the case of an incident, should there exist a divergence between the two entries, the starting time of the special stage will be binding, unless the Stewards decide otherwise. Maximum permitted driving time is 18 consecutive hours and riders must rest for 6 hours.

As the starting time is entered on the time card, the addition of 18 hours gives the maximum permitted finishing time.

Maximum Time Authorised

A maximum time will be authorised for each leg (special stages and road sections).

Thus, all riders will have the same target time to cover a stage or road section without incurring penalties, and the same maximum authorised time above which they will receive a penalty.

If fewer than 10 riders finish a leg in the maximum time allowed, this time will be increased by the number of the full hours required to reach this minimum number.

Example:

If the maximum time is 8 hours:

- ♦ 2 riders finish within this time, the maximum time remains at 8 hours;
- ♦ 8 more riders arrive within 11 hours, the maximum time is extended to 11 hours;
- ♦ 12 other riders arrive within 12 hours; the maximum time remains at 11 hours.

All other cases will be submitted by the Clerk of the Course and judged by the Stewards. The Stewards as proposed by the Clerk of the Course may change the exclusion interval at any time.

Riders will be informed as quickly as possible.

Exceeding the Maximum Time

The fixed penalty will be imposed on any competitor arriving (unaided) at the end of a leg after the Check Point has been closed, but they will be allowed nevertheless to take the start of the following stage on condition that they:

- ♦ present themselves at the starting line 30minutes before the start of the first motorcycle
- ♦ hand in the time card for the previous leg to the Clerk of the Course.

If the time taken by a rider for a leg exceeds the maximum time authorised or if the rider arrives at the time check after it is closed:

- ♦ During the each days various sections: **The Fixed Penalty will be applied.**
- ♦ During one special stage only, whereas the other stages have been covered normally **The Fixed Penalty will be applied.**
- ♦ During one road section only whereas the special stage(s) have been covered normally: The time for the leg will be, **the time taken to complete the road section, + 3 hour penalty.**

The Fixed Penalty for exceeding the Maximum Time will be, maximum time + 3 hours penalty + any missed Check points (3 hours per check point).

Exclusion for exceeding the maximum authorised delay (clocking in 30 minutes before the start of the first competitor) may not be announced until the end of the leg.

Conditions for continuing the UAE Desert Challenge

Any competitor failing to complete any stage of the rally on his own (i.e, returning to the bivouac with assistance) will be allowed to take the start of the following stage under the following conditions: the approval of the Clerk of the Course and the Chief Medical Officer and completion of the compulsory six hour rest period (Ref Appendix 081.1). The competitor will incur the following penalty for not completing the leg.

- ♦ **Maximum Time + 3hrs + any missed Check points (3 hours per check point) + 20 hours penalty.**

A competitor will be allowed to start in their classification (penalties included) after the last competitor having completed the route **only once during the rally.**

Any competitor not having completed all legs will not be eligible for points for the World Cup classification.

Any rider considered physically unfit to start will be permanently excluded and there will be no appeal.

081.17 Route checks

Passage Controls (PC)

The passage controls are located on Selective Sections for the purpose of ensuring that competitors follow the correct route and for reasons of security.

Competitors will be required to drive between a set of passage control signs and stop at the red sign to have their time card stamped.

A Post Chief will be stationed at each passage control to record the correct passage of competitors. Failure to visit any one of the passage controls will result in a 3-hour penalty for each missed control.

Every passage control will be clearly identified in the road books and by GPS co-ordinates and will be confirmed at the daily briefing for the next Leg. The closing time of each PC will be indicated in the road books and confirmed at the daily briefing for the next Leg.

Every passage control will record the time of passage of each competitor on the marshals check sheet and not on the competitors time card.

In the event of a Selective Section being shortened, the times recorded at the last passage control in the shortened version will determine the finish times of that section.

See article 081.20 for control signs.

081.18 Selective sectors (Special Stages)

SELECTIVE SECTORS (Special Stages)

Selective Sections are speed tests, which are preceded by or twinned with a time control for the starts, and followed by a time control after the finish.

Riders are forbidden to drive in the opposite direction to that of the Selective Section under pain of exclusion.

Starts of Selective Sections, will be given as follows:

When the rider on board has stopped in front of the starting control, the marshal will enter the actual time for the start of the motorcycle in question on the time card (hour and minute). He will hand this document back to the rider and will count down aloud - 30", 15", 10" and the last 5 seconds one by one. When the last 5 seconds have elapsed, the starting signal shall be given upon which the vehicle must start immediately. A 2-minute penalty shall be imposed on any competitor, who fails to start within 20 seconds of the starting signal.

The Post Chief in a case of "force majeure" may only delay the start of a Selective Section in relation to the scheduled starting time.

A false start, particularly one made before the controller has given the signal, shall be penalised by one minute. This penalty does not exclude heavier penalties, which could be inflicted by the Stewards, especially if the offence is repeated.

Selective Sections will end in a flying finish, the motorcycle moving by the power of its running engine.

The signs used are as per article 081.20 for control signs A stop between the yellow warning sign and the STOP sign is forbidden, under penalty of exclusion.

Timing will be carried out on the flying finish line, which will have clocking devices with printers.

At a distance of 150m to 300m beyond the flying finish, the rider must stop at a time control indicated by a red clock and a red STOP sign.

The controller will enter on the time card the time of arrival (hours, minutes, second), which will also be the starting time of the following road section (hours and minutes).

During a special stage, any assistance is forbidden other than that of another competitor still in the race using parts he/she is transporting. Any rider refusing to start in a special stage at the time and in the position allocated shall be given a penalty of 5 minutes.

Refuelling during a Leg

Time 'neutralisation' of 15 minutes will be set up for refueling, to enable riders to carry out all operations desired under good conditions. **This neutralisation is compulsory for every motorcycle competitor.**

Road Sections

Section to be covered in a target time, calculated on an average of approximately 75km/h. There will be a penalty of one minute per minute of late finishing. There will be a penalty of one minute per minute of early finishing. However the maximum time must not be exceeded, under risk of a penalty.

Example:

- ◆ The time that is allowed for a rider to cover a road section is 2 hours starting at 8.58hrs. The rider must therefore report to the time control at the finish of the section at 10.58hrs.
- ◆ If the rider checks in between 10.58'00"hrs and 10.58'59"hrs, he will be considered as having checked in on time.
- ◆ If the rider checks in between 10.59'00"hrs and 10.59'59"hrs, he will receive a penalty of one minute, and so on.
- ◆ If he checks in between 10.57'00"hrs and 10.57'59"hrs, equivalent to one minute early, he will receive a penalty of one minute, and so on.

Permitted early check-in

When the last event of the day is a road section, competitors may be allowed to check in early at the last checkpoint with no penalty. This will be specified on the time card.

081.19 Regrouping

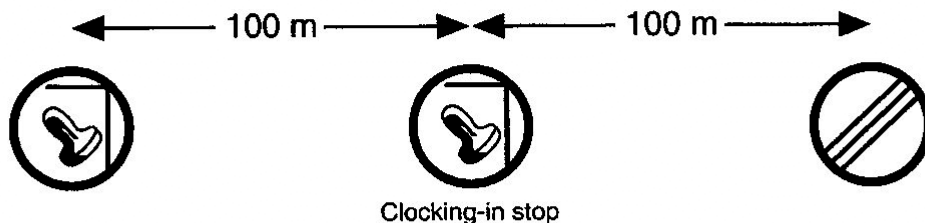
Regrouping with a time control may take place for safety reasons (sandstorm, flood or other reasons), in order to complete the end of the leg in convoy. All competitors are required to accomplish the whole course when a convoy is made.

All riders must obey the directives of the Clerk of the Course, under penalty of sanctions, which can go as far as exclusion.

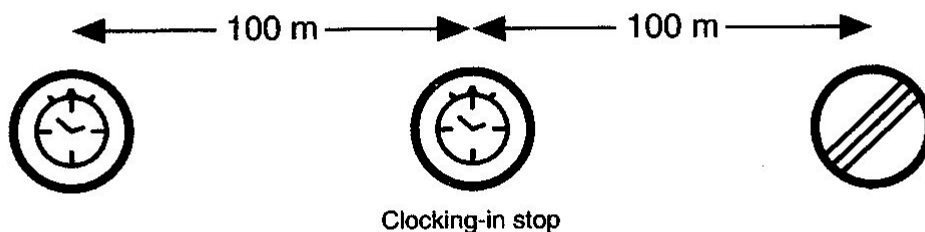
081.20 SIGNALLING OF CONTROLS

See diagram below.

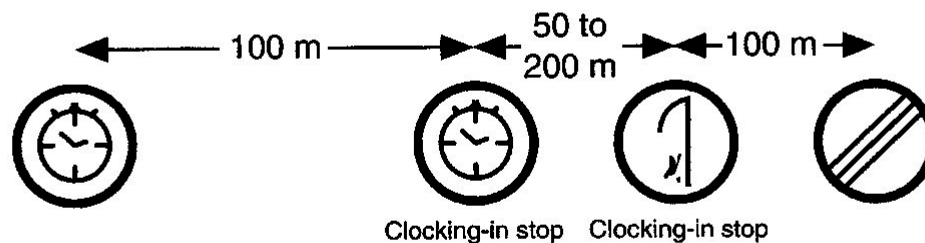
START OF ZONE **CONTROL** **END OF ZONE**
 Panels with yellow background Panels with red background Panels with beige background



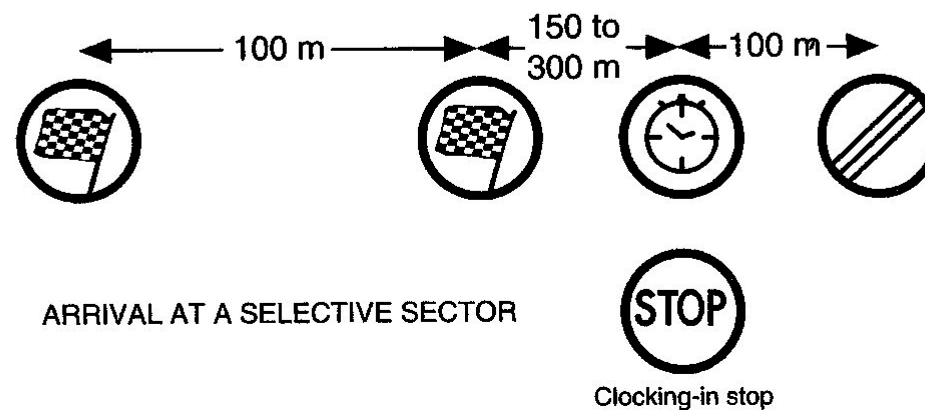
ROUTE CHECKS



TIME CHECK



TIME CHECK FOLLOWED BY A START OF A SELECTIVE SECTOR



081.21 Fixed penalty

This penalty has been introduced to replace certain sanctions resulting in disqualification or exclusion for failure to comply with certain clauses in the rules in a traditional rally.

Competitors to whom it is applied may continue the race in normal conditions but are heavily penalised.

A competitor presenting himself at a time check or at the finish of a special stage at a time exceeding his maximum time will be credited with the maximum time for the leg plus a penalty of 3 hours plus missing passage control penalties.

081.22 Closed park (parc ferme)

Motorcycles will be kept under closed park orders (refuel or repairs are strictly prohibited):

- o As soon as they enter a control zone and until departure.
- o When entering a start or regrouping area.
- o From arriving at the end of the rally and up until the expiry of the period for lodging complaints.

Any competitor failing to observe 'closed park' orders will be excluded from the race.

When a motorcycle in closed park, is noted, by a technical steward to be, incompatible with normal use, the steward, may notify the clerk of the course who may call for the problem to be rectified. In this case the time taken to correct the problem, will be considered as minutes of lateness recorded over the linking sector. The rider will be given a new starting time provided that the repair does not exceed 30 minutes.

An exception to the rule, which must be overseen by the controller of the area will be to allow the rider by their own means to change/overhaul damaged lights. These repairs must be completed before the starting time.

After parking the motorcycle the riders must immediately leave the 'closed park'; they are authorised to return 10 minutes before their start time

081.23 Controls

Administrative Checks

General documentation checks, will be made prior to the start of the rally at documentation, this will include:

- ♦ Driving Licences that correspond to the machine category
- ♦ International FIM Licence for Cross Country Rallies or FIM World Cup 2001
- ♦ Registration documents and certificate of ownership / letter of authority if vehicle does not belong to the registered competitor.
- ♦ Vehicle insurance documents.
- ♦ Starting Permission letter from competitors FMN.

Scrutineering

The repairs/maintenance handbook of the motorcycle must be available for the technical stewards at all times. The book must be supplied by the rider and is not the responsibility of the organisation.

The scrutineering location will be identified in the General Information Book as well as on the Official Notice Board.

Only those riders who have completed documentation may present their machine at scrutineering in accordance with the published timetable.

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

Failure to report to scrutineering at the due time will result in a cash penalty of UAE Dhs 1,000.

Competitors must also present the following equipment for inspection:

- o Helmet (not more than 5 years old) in conformity with FIM regulations and with competitor name and blood groups marked on each side. (One piece, full face helmet)
- o GPS
- o Distress beacon or other equipment if approved by FIM
- o Medical kit (recommended but not compulsory)
- o Signalling kit
- o Camel bag
- o Spare engine for marking (if relevant).

Any motorcycle, which does not comply with the supplementary regulations, the homologation technical form or the FIM safety regulations will not be permitted to start. The fact of presenting a vehicle for scrutineering is considered as an implicit statement of conformity.

The rider is solely responsible throughout the duration of the rally for ensuring that the identification marks are protected and remain intact. Absence of these marks will result in a change of category for Marathon and Production and exclusion for Super Production. The rider is responsible at all times for the technical conformity of the motorcycle.

Any fraudulent act that is recorded shall also result in exclusion of the rider, as well as any competitor or rider who assisted. The riders local FMN may also decide to impose sanctions, which will be at their discretion. Any competitor refusing to submit their vehicle to technical Scrutineering will face exclusion.

The workshop maintenance manual (as issued by the dealers) should be available to the scrutineers if possible.

081.24 Medical support

The rally will have a team of equipped medical vehicles and helicopters. Helicopters will be stationed at strategic points along the route, and the others will over fly the route throughout the duration of the rally. This is in addition to ground support and they will be in contact with Rally Control via radios/telephone and will have regular check-in times to advise of their position.

Typically they will be positioned at the start and finish of each selective sector and at regular intervals around the route.

In compliance with Article 09.5 of the FIM Medical Code:

- ♦ All riders must wear an identity tag, with name/date of birth engraved on it. This is the rider's responsibility and it will be checked at scrutineering.
- ♦ All riders with existing medical conditions who may require special treatment during the event are responsible for informing the organisers at documentation, that such special treatment may be required.²⁴

081.25 Survival equipment

The absence of all or part of the equipment, mentioned below, which, will be checked at scrutineering and during the rally may leave the rider in a position whereby he may not be allowed to start unless the absence is rectified. In the case of a second offence, the Stewards may pronounce the exclusion of the offender.

The correct functioning of the equipment is the rider's sole responsibility. Failure to have the equipment at the start of a stage will result in a refusal to start and the rider will have **30 minutes** to rectify the situation.

Signalling equipment (COMPULSORY)

Each rider must provide himself or herself with signalling equipment comprising:

- ♦ 3 rockets with their launchers (these rockets can be in place of a flashlight)
- ♦ 2 long-duration signal flashlights
- ♦ 1 survival blanket
- ♦ 1 signal mirror
- ♦ Compass

Distress Beacon (COMPULSORY)

A distress beacon is **compulsory**.

To comply with the Sporting Federations and the Administrative Authorities of the UAE, each vehicle must be equipped with a distress beacon. All the beacons will be identified with a personal code. These will be available for rent during the rally.

This distress beacon will be placed on the motorcycle and must be easily accessible and able to be switched on without dismantling and without tools, if possible in such a way that it is accessible even if the motorcycle is lying on one side or the other.

In the event of a mechanical failure, the rider must wait for the Sweep/course closing team to arrive and they will take you back to the bivouac. You can then make your own personal arrangements [at cost] for the recovery of your motorbike using services from the bivouac).

Any competitor not complying with the above regulations will be fined **US\$1,000** and be excluded immediately from the event.

The Organisers have taken the appropriate measures to ensure your safety, but require your co-operation in following these instructions clearly should it be necessary to conduct a search.

GPS Equipment (COMPULSORY)

GPS is compulsory but type is not restricted. A rental GPS is available from ERTF company and will be loaded with way points. GPS access code will be posted at Rally HQ on a daily basis – Monday 29 October at 1800 hrs at the Hyatt Regency and at the bivouac at 2000 hrs during the riders briefing. A waypoint download service is not available for private GPS.

Additional water ration (COMPULSORY)

Every competitor will have to carry an additional water ration in a Camel bag containing a minimum of 1,5 litres.

Medical kit (recommended but not compulsory). Each rider should have a small first aid medical kit comprising:

- ◆ eye lotion (boroclarine, stilla or equivalent)
- ◆ disinfectant cream (betadine, biafine or equivalent)
- ◆ pain killers (aspirin or equivalent)
- ◆ a haemostatic (coalgan)
- ◆ anti diarrhoea tablets (immodium or equivalent)
- ◆ sun cream for the skin and lips
- ◆ antibiotics (oracilline, totapen or equivalent)
- ◆ vitamin C
- ◆ selection of sterile bandages, plasters, safety pins
- ◆ Re-hydration powder..25

Mobile phone (recommended but not compulsory)

The organisers recommend the use of a mobile phone. Emergency Numbers can be called in case of injuries or important material damages during the race (mechanic problem or crash).

Survival Rations

The Organisers will provide emergency Survival Rations and bottled water to each competitor during distribution of the road book the evening prior to the Leg.

Bottled water will be issued to members of the service crews; the survival rations will NOT be issued to anyone other than competitors.

081.26 Complaints - Appeals

Protests must be lodged in accordance with the stipulations of the International Sporting Code.

They must be lodged within the required time limits by the riders concerned and not by a third party in writing, and handed to the Clerk of the Course accompanied by a fee of **US\$100**. Each protest must refer to one subject only. The fee will not be returned if the complaint is found to be unjustified.

If the complainant calls for the dismantling of the motorbike the complainant shall pay an additional deposit of **US\$200** as a guarantee. If the complaint is not justified the costs will be born by the complainant, if the complaint is justified the costs will be born by the rider in question.

The panel of Stewards must hear any rider, against whom the protest is lodged.

081.27 Classification

Time keeping is under the responsibility of the Clerk of the Course.

The final scratch results shall be determined by adding the times obtained in the special stages and any penalties incurred during the various legs. The riders will be classified in the ascending order of the times credited to them.

Daily official Classification becomes final one (1) hour after posting as far as the elements, which were used in drawing them up, are concerned. These elements, and no others can then be the subject of any subsequent protest when the Official Classification is posted at the end of the Rally.

Provisional Results will be posted at Rally Head Quarters on the Official Notice Board and become final one (1) hour after posting, subject to any protest on Leg 4.

In the event of a tie at the finish, the rider who accomplished the best time for the 1st special stage will be proclaimed the winner. If this is not enough to determine the winner, the times of the second stage, third stage will be considered. The rule can be applied anytime during the race. This will be posted on the day following the leg in question. It will become definitive upon expiry of the protest deadline, which will be when the last competitor has started the leg of the following day.

Team Entries

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

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

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

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

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

081.28 Time keeping

The timekeeping equipment used will be of the type/standard and efficiency as recommended and approved by the FIM, a 1/5 or 1/10 second with a double split stop mechanism synchronised with real time. The timekeepers will have at their disposal a reserve time-piece synchronised with the time of day.

Riders must accept any type of time keeping system approved by the FIM.

081.29 Fuel

The locally available fuel specification, will be 98 octane with lead. A fuel control may be carried out at any time during the event according to Art 63.05 of the Enduro Technical rules. All requests for fuel control following any protest must be accompanied a deposit of CHF 2000 paid to the International Jury.

A rider whose fuel fails to meet requirements will be excluded from the event.

Any new requests for control following the result will be in accordance with Art 5.6 of the FIM Disciplinary and Arbitration Code.

4. RETIREMENT

In case of retirement for mechanical reasons, competitors must first spend the night on the track before using the distress beacon, if the track-closing team not has found them.

The Organisation must immediately be notified by contacting the emergency telephone numbers listed on the Bivouac ID bracelet.

Should any competitor fail to comply with this, a fine of **US\$3,000** will be levied. They will also be reported to their local ASN as well as to the Stewards of the Meeting who may impose stiffer penalties.

EXCLUSION

- ◆ Exclusion shall be pronounced separately by the Stewards for:
- ◆ a serious offence against the regulations;
- ◆ a serious infringement of the laws and regulations of the host country;
- ◆ when a competitor, has still not handed the timecard of the previous day to the Clerk of the Course or the official at the start of the Leg at least 30 minutes before the start of the first competitor on the following Leg.
- ◆ unnecessary use of the distress beacon. The use of a mobile phone is allowed.

CLOSING THE ROUTE

Route closing sweep vehicles of the Organisation will close the rally track at the end of the daily competition. They will travel only on the correct route as defined in the Road Books. The route closing vehicles will commence sweep approximately 30 minutes after the last vehicle has departed and will bring back individuals whose vehicles have broken down, but under no circumstances will a competing motorcycle be towed/collected by a route closing vehicle. The missing competitors will be located after the passing of maximum time allowed to get to the bivouac.

Competitors who refuse to board the route closing vehicles do so entirely at their own risk and must sign a release waiver, which will be presented to them by a member of the Organisation responsible for closing the route. No action relating to the consequences of their refusal may be brought against the Organisation. The Organisation will provide details of recovery services that are on standby throughout the event, **a fee will be charged**. It is the competitor's responsibility to organise and pay for recovery. Please ensure you have the correct GPS location for your motorcycle.

USE OF SAFETY EQUIPMENT

Distress Beacon

The equipment is a radio beacon by satellite. Once it has been activated, the beacon transmits instantaneously, by day and by night, and transmits your GPS Position via satellite to a control Centre. They then inform the Rally Control of your position. Nevertheless it has restricted autonomy (48hrs) and for best performance requires placement on a high point. This search system mobilises significant material and human resources in the Centre, Rally Control and the rescue services. It must therefore be set off for emergencies only, for emergencies only, for emergencies only, for emergencies only, mechanical breakdown is not classified as an emergency. mechanical breakdown is not classified as an emergency. mechanical breakdown is not classified as an emergency.

CAUTION: Using the distress beacon only for a mechanical breakdown will automatically require changing it for another one. (Cost 1.800 FFR at your expense).

REMINDER:

In daytime: the organisation's aircraft can locate the distress beacon. The organisation's helicopters will be equipped with a detector, which can pick up the frequency of the distress beacon.

At night time: Helicopters do not fly at night, therefore a ground search would be initiated.

In both cases, be patient. To come and get you may take time. Above all do not move with the beacon, if you move, this will create calculation errors, which will delay the search for you.

**THEREFORE BE PATIENT, ACT LOGICALLY AND DO NOT FORGET
THAT IN SOME CASES HELP MAY NOT REACH YOU
UNTIL THE FOLLOWING DAY.**

FLARES

The flares, of which there must be 3, are to be used on the hour (e.g.: 1000hrs, 1100hrs, etc.). Do not use all flares at the same time.

To send a flare:

- ◆ hold the flare launcher in your hand,
- ◆ engage the cartridge in the place provided,
- ◆ load by operating the command with the thumb,
- ◆ free the maneuvering command, which sets off the impact and ejection.

LUMINOUS STICKS (Cyalume)

There are 2 luminous sticks to give light to enable you to make repairs, read a document, etc. Bend or fold the stick slightly to use. The duration of luminosity is approximately 12 hours.

LIST OF AWARDS

1 st Overall	one trophy and a cash award of US\$1,500
2 nd Overall	one trophy and a cash award of US\$1,250
3 rd Overall	one trophy and a cash award of US\$1,000
4 th Overall	one trophy
5 th Overall	one trophy
6 th Overall	one trophy
7 th Overall	one trophy
8 th Overall	one trophy
9 th Overall	one trophy
10 th Overall	one trophy

1st in each class M1 / M2 / M3 / M4 one trophy

Competitors who take the first three places in the General Classification will not be considered in the Class Awards. They are official winners of their Class but the awards will be given to the next placed competitor.

Gulf / UAE Competitors

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

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

Other Awards

Team Award	one trophy
Spirit of the Rally	one daily trophy for Legs 1, 2 and 3