

UAE DESERT CHALLENGE 2003

DRAFT SUPPLEMENTARY REGULATIONS - Moto

Where relevant, the FIM Regulations for Cross Country Rallies (Appendix 081) are quoted below, together with Specific information relating to the UAE Desert Challenge, 2003.

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ORGANISATION

The Organisation of the UAE Desert Challenge Cross-Country Rally is undertaken 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
Event Manager: John Spiller
Route Director: Jehanbaz (Jum) Ali Khan
Event Secretary: Jane Surtees
Chief Marshal: Richard Taylor

Contact Details:-

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Officials of the Rally

Jury President
Sporting Stewards
Clerk of the Course
Assistant Clerk of Course
Technical Steward
Competitor Liaison
Chief Medical Officer
Secretary to Jury
Time Keeper
Chief Safety Officer
Environmental Officer
Post Chiefs

Larbi Rida-Sbaï

Marc Ducrocq
FIM Technical Representative
Peter Davies (UAE)
Fiona Mulcahy
Brian Burgess

Col. Dagash Al Jabri (UAE Armed Forces)

Red vests and lapel identity badges

PROGRAMME

DESCRIPTION / ACTIVITY	DATE - 2003	TIME From / To	LOCATION
Opening date for entries	1 st July		
Closing date for entries	18 th September		
Documentation & Administration	Fri 17 th October	10.00 / 18.00	DIMC
	Sat 18 th October	09.00 / 18.00	DIMC
Scrutineering/Technical Checks	Sun 19 th October	07.30 / 17.00	
Publication of Authorised Starting List	Sun 19 th October	19.00	DIMC

Prologue : Dubai – Monday 20th October

Drivers briefing : Prologue & Leg 1	10.00 / 12.00	Dubai International Marine Club
Prologue : Dubai	T.B.A.	
Issue of Road Book – Leg 1	18.30 / 20.30	DIMC
Leg 1 Start List	22.30	DIMC

Start of Leg 1 : Abu Dhabi – Liwa Oasis –21st October

Start Parc Ferme Opens/Closes	07.30 / 08.30	Abu Dhabi Marina Mall
RS 1 : Abu Dhabi – SS 1 Start	09.30	Holding Area
SS 1 : Start “Al Hamrah”	10.45	Arjan / Hameem Road
RS 2 : SS1 Finish – Bivouac	N/A	Liwa Bivouac
Issue of Road Book for Leg 2	from 18.00	Liwa Bivouac
Drivers Briefing	19.30	Liwa Bivouac
Leg 1 Provisional Results / Leg 2 Start List	21.00	Bivouac Notice Board

Start of Leg 2 : Liwa Oasis – Liwa Oasis – 22nd October

RS 3 : Bivouac – SS 2 Start	06.00	Liwa Bivouac
SS 2 : Start “Liwa”	06.15	Behind Liwa Rest House
RS 4: SS 2 Finish – Bivouac	N/A	Liwa Bivouac
Issue of Road Book for Leg 3	from 18.00	Liwa Bivouac
Drivers Briefing	19.30	Liwa Bivouac
Leg 2 Provisional Results / Leg 3 Start List	21.00	Bivouac Notice Board

Start of Leg 3 : Liwa Oasis – Liwa Oasis – 23rd October

RS 5 : Bivouac – SS 3 Start	06.00	Liwa Bivouac
SS 3 : Start “Al Batin”	06.45	Arada Gatch Road
RS 6 : SS 3 Finish – Bivouac	N/A	Liwa Bivouac
Issue of Road Book for Leg 4	from 18.00	Liwa Bivouac
Drivers Briefing	19.30	Liwa Bivouac
Leg 3 Part. Official Results / Leg 4 Start List	21.00	Bivouac

Start of Leg 4 : Liwa Oasis - Dubai – 24th October

RS 7 : Bivouac – SS 4 Start	06.00	Liwa Bivouac
SS 4 : Start “Haleeba”	06.30	Thawania / Liwa Road
RS 8: Finish SS 4 to Start SS 5	08:45	
SS 5: Start “Khatam”	09:45	
RS 9 : SS 5 Finish – Dubai – Ramp Finish	T.B.A.	Emirates Road - Dubai
RS 10 : Ramp Finish – Parc Ferme	T.B.A.	T.B.A.
Final Technical Checks – Dubai	from 15.30	T.B.A.
Official Finish Ramp	16.30	T.B.A.
Leg 4 / Final Provisional Classification	19.00	DIMC
Prize-Giving Ceremony & Gala Dinner	20.30	DIMC

Rally HQ and Official Notice Boards	Friday 17 th – Mon 20 th Tuesday 21 st – Thursday 23 rd Friday 24 th	DIMC Liwa Bivouac DIMC
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081.1 DEFINITION

The UAE Desert Challenge 2003 is a sporting event staged over varied terrain and is destined to prove the regularity and endurance of riders, and the resistance of their machines.

The selective sectors are such, that all the competitors can complete them entirely during the day **in normal racing conditions**.

The distance in km of the daily sections are adapted to the difficulties of the route, in such a way that the competitors can finish in daylight in normal racing conditions.

Refuelling will be provided after a maximum of **215 (+/- 10%)** kilometres. The clock will be stopped for at least 15 minutes, during the refuelling.

The maximum time granted will be indicated day by day on the Time Card.

The Clerk of the Course may allow a rider to start a new stage without proof of the 6 hours rest, **once**, following the event doctor's opinion. In this case, the rider must turn up 1 hour before his theoretical start.

The UAE Desert Challenge 2003 is authorised by the FIM and the United Arab Emirates Motorcycle Club (UAEMC).

The registration will be made in conformity with the stipulations of the Sporting Code.

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 2003 is run in accordance with:

- the Sporting Code of the Fédération Internationale de Motocyclisme (FIM);
- **the Disciplinary and Arbitration Code;**
- the **Regulations and Appendices** laid down by the FIM for Cross-Country Rallies;
- **the Environmental, Medical and Anti-Doping Codes;**
- the Supplementary Regulations for the Cross-Country Rally.

1. The **Clerk of the Course** will be responsible for application of the Rules during the running of the event, which shall be under the control of a International Jury composed in compliance with the FIM Sporting Code.

Any protest relating to the application of the Rules, or any case not provided for, shall be examined by the International Jury who shall alone have the power to decide.

The Clerk of the Course is responsible for the conduct and efficient running of the meeting. 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 functions 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 meeting, e.g. suspension, disqualification or any other ban on riding;
- To postpone the start of a meeting 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 a meeting prematurely or to cancel part of the course or the entire meeting;
- To prevent a rider or a motorcycle from starting, or to order his withdrawal from the meeting if he considers such action necessary for safety reasons;
- To ensure that the FIM rules are respected, he may propose penalties to the International Jury;
- To order the removal from the course, sections and vicinity of any person refusing to obey the orders of an official in charge;
- To notify the International Jury of all decisions taken or to be taken and of any protest addressed to him;
- To collate the reports of the timekeepers and other executive officials and all other information necessary to present his report to the International Jury and to have the provisional results of the meeting approved;

Any modifications or additional provisions will 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 will also be communicated directly to the competitors in the shortest possible time.

081.3 TERMINOLOGY

Official Time: This will be taken from the **Speaking Clock, (04) 140 English ; (04) 141 Arabic.**

Section: Each part of the Rally separated by a campsite.

Liaison: Section of route, in the allotted time, between two successive time checks.

Selective Sector: True speed test in real time.

Allotted time: Each linking sector must be run in the allotted time, which must be respected by all riders. Any passing of this allotted time will result in a penalty by the minute.

Maximum time: Additional time to the allotted time made in each linking sector, allowed: which, if passed, also in the selective sector, will result in the application of a fixed penalty. At this moment, the check is considered closed for the rider in question.

A maximum time will be authorised for each leg (selective sectors and road sections).

Thus, all riders will have the same target time to cover a selective or road sector 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, the time will be increased as per the example below.

Example: Maximum time of 8 hours:

- ♦ 10 or more riders finish within 8 hrs, the maximum time remains at 8 hours.
- ♦ less than 10 riders finish within this time, the maximum time will be extended to 10 hours.
- ♦ 8 more riders arrive within 11 hours, the maximum time is extended to 11 hours.
- ♦ maximum time will not extend beyond 11 hours, unless authorised by the Stewards.

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.

Real time: The time actually used for the course of a special.

Fixed penalty: A time penalty to be added to penalties already incurred by riders in precise cases and specified in the Supplementary Regulations.

Regrouping: Stop provided by the **Clerk of the Course** in order to allow the regrouping of riders still in the race and reduce the intervals. The stopping time may be different depending on the riders.

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

Parc Fermé: Zone in which no preparation or interventions are possible, with the exception of cases expressly mentioned in the Supplementary Regulations of the Rally.

Additive: Official bulletin forming an integral part of the Supplementary Regulations of the Rally and intended to modify them, give more details or supplement them. The additives are numbered, dated and signed:

- by the organiser, up to the day of the controls and notified by the FMNR,
- by the International Jury throughout the running of the Rally.

Riders must acknowledge receipt by signing, except in case of a material impossibility during the running of the Rally.

Time card: Card destined for affixing the markings of the various checks carried out over the itinerary.

TC: Time checks
PC: Passage controls

Disqualification: Penalty decided by the International Jury following an important infringement to the FIM regulations.

081.4 MOTORCYCLES

The Cross-Country Rallies are open to motorcycles duly covered by a registration certificate. These motorcycles shall comply with the rules of safety laid down by the International Convention on Road Traffic, and with the safety requirements laid down in the Rules of the FIM and the countries where the event will take place.

Motorcycles shall be classified as follows:

- **Category 1: Marathon (Art. 01.58 Enduro Technical Rules)**
- **Category 2: Production (Art. 01.59 Enduro Technical Rules)**
- **Category 3: Superproduction (Art. 01.60 Enduro Technical Rules)**
- **Category 4: Quads (three-wheel vehicles are forbidden) (Art. 01.83 Enduro Technical Rules)**

The changing of class during an event can only be done after authorisation of the International Jury and will be penalised with 15 minutes.

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 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) - Class 1: 124-250cc 2: 251-400cc
Super Production	M3 - up to 700cc) 3: 401-450cc 4: 451-700cc
Quad	M4 – 250cc to 500cc

081.5 ENTERED RIDERS

1. The riders must obligatorily be holders of a valid FIM licence (in accordance with Art. 70.2.1 of the Sporting Code).

2. **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.**

3. Any unfair, incorrect or fraudulent action effected by the competitor or rider shall be judged by the International Jury who shall decide on any penalty **according to the FIM Disciplinary and Arbitration Code and regulations.**

4. Riders aged minimum **18** years are eligible to participate providing they hold an International Licence issued by the FIM and a driving licence corresponding to the type of machine used. They must also have the authorisation of their FMN to participate in the competition.

Conditions for admission of riders:

- ♦ Only riders holding a valid 2003 FIM Enduro World Championship and Cross Country Rallies World Cup licence will be permitted to compete. This rule will be strictly adhered to. (see Appendix 70 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.
- ♦ 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 disqualified 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.
- ♦ Riders must wear adapted protection clothing for the entire body, a Fullface helmet, knee and elbow protection. Back (dorsal) protection is not compulsory, but is strongly recommended.

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 / documentation.

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 en 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.

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 / documentation.

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:
 - fix red security lights (see art. 4.1.2)
 - 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 precisely 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

Category 2 Production (M2)

This category is open to:

- ♦ all machines included in category 1
- ♦ 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 one originally homologated 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 only 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 only 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 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, **215 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 of 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)

Overseas competitors must have Repatriation Insurance and must produce evidence to this effect at Documentation.

The Organising Committee reserves the right to refuse the admission of a rider without explanation.

081.6 OFFICIALS DEALING WITH RIDERS AND COMPETITORS (Competitors Relations Officer – Moto).

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

- the administrative and technical controls,
- the start and finish of stages,
- regroupings.

The task of the officials dealing with riders and competitors consists in:

- 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 Rules and the running of the Cross-Country Rally,
- avoiding transmission to the 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.

081.7 ENTRIES

1. Any person wishing to take part in the Desert Challenge must send to the Secretariat the entry application signed and accompanied by the amount of the entry fee which will be increased by 50 % for the riders not accepting the optional advertising of the Organisers.

2. Up to the time of the controls, the rider shall be free to replace the motorcycle entered.

3. If a motorcycle does not correspond, in its configuration when presented for the technical controls for starting, to its entry category, the motorcycle concerned may, on a proposal by the Technical Stewards, be transferred by the International Jury to another category.

4. 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 or competitor, the organiser must have signed or proposed a **cancellation** insurance policy permitting the reimbursement of fees paid.

Overseas:

	Before September 6th	After September 6 th
Motorcycle	US \$ 2,000	US \$ 3,000

Included in Entry Fee:

Unleaded Petrol	Yes
Bivouac	Yes
Water	Yes
Emergency rations	Yes
Gala Dinner Ticket	Yes
UAE Entry visa (if required)	Yes
Liaison Office service.	Yes
Insurance 3 rd party for Rally	Yes
Insurance (Road legal) 15 days	Yes
Balise rental (Security deposit required)	Yes
Shipping using Organizers arrangement	Yes
Port/Customs charges (if using org. shipping)	Yes

NOT included in Entry Fee:

Hotel accommodation
FIA Compulsory GPS rental & Security Deposit
FIA Compulsory Balise Security Deposit
Service Crew fees.

UAE and GCC:

Note, for competitors to qualify for the UAE & GCC rate for the Entry Fees, the Driver must hold a current Residence Visa of a GCC country, of at least six months validity, i.e. the Residence Visa must be current and have been valid as of May 1st, 2003.

	Before September 6th	After September 6 th
Motorcycle	US \$ 625	US \$ 925
	AED 2,300	AED 3,300

Included in Entry Fee:

Unleaded Petrol	Yes
Bivouac	Yes
Water	Yes
Emergency rations	Yes
Gala Dinner Ticket	Yes
Insurance 3 rd party for Rally	Yes
Insurance (Road legal) 15 days	Yes
Balise rental (Security deposit required)	Yes

NOT included in Entry Fee:

Hotel accommodation
FIA Compulsory GPS rental & Security Deposit
FIA Compulsory Balise Security Deposit
Service Crew fees.

Registration fee for Service Crew (Assistance):

Vehicle including driver	US \$ 525	AED 1945
Additional crew to max 4**	US \$ 245 per person	AED 895

Included	NOT Included
Registration fee	Hotel Accommodation
1 tank of fuel per day at Bivouac	Shipping
3 nights Bivouac **	Visa
1 Gala Dinner Ticket **	
1 Set Service plates	
1 Service Roadbook	

Additional Costs:

	US \$	AED
Team Entry (Max 5, Min 3) per M'cycle	41	150
Additional Bivouac pass	192	
Additional Set Service Books	250	
Service crew Visa (before Oct 5 th) *	50	
Service crew Visa (after Oct 5 th) *	100	
Additional Gala dinner tickets	50	

} * if required, see list below of nationalities requiring a visa to enter the UAE.

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.

Entry Fee Refunds:

- ◆ **To applicants whose entry has not been accepted (full refund)**
- ◆ If the rally does not take place (full refund)

(The organisers **may** refund 50% of the entry fee to those competitors, for reason of 'force majeure' duly certified by their ASN, who unable to start the rally).

Competitors who fail to pass scrutineering will not receive a refund.

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:	NBDUAEAD

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 correct entry fees.

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 18.00hrs on 6 September 2003 to obtain the preferential rate. A digital photograph of the rider should be attached (inserted) to the entry form, or 4 passport photos sent by post.

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, San Marino, Singapore, South Korea, Spain, Sweden, Switzerland, UK, 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 1 October 2003. Entry will not be permitted prior to 16 October 2003.

Bivouac Entry

Access to the overnight bivouac will be restricted to those wearing ID. All applicants, including service crews must present themselves, for ID purposes, to the Rally Office, 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 Organizers.

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 Dubai.

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.

081.8 IDENTIFICATION

1. The Organisers will provide each entry with three plates and two number patches measuring 25 cm x 25 cm, bearing the race numbers.
2. The plates shall be affixed visibly at the front and on the rear sides throughout the duration of the Rally. They shall in no circumstances cover, even partly, the registration number of the motorcycle.
3. At any time during the Rally, the absence of or incorrect affixing of a racing panel or plate shall result, for each offence noted, in a time penalty, as foreseen in the Supplementary Regulations. Before the start of each stage, the simultaneous absence or incorrect affixing of at least two racing plates or bib shall result in **disqualification** from the race.
4. Identification marks will be fixed to the machines during the technical control, prior to the start. The Technical Stewards may check, at any time, the presence of these identification marks.

The following parts shall be marked:

- a) The lower engine (engine/gearbox casing)
 - b) A replacement motor together with gearbox may also be marked during the technical controls.
 - c) The frame must not be changed or replaced during the running of the event. However, the frame may be dismantled and refitted for servicing and repairs.
 - d) The items specified in the marathon class Technical Rules. The absence or falsification of an identification mark shall result in **disqualification** of the rider from the race.
5. An identification arm-strap will enable identification of the rider.
6. Each evening, the organiser must be able to supply riders with new number plates and bibs, by asking the Official responsible for liaison with riders.

081.9 STARTING ORDER

1. A prologue will be organised in the form of a selective sector, which will not count for the classification of the Rally.

2. Starting order for the Prologue will be in accordance with the Start List, but in REVERSE order. The riders will start 2 by 2 at 30 second intervals. Numbers 10 – 1 will start, 2 by 2 at one minute intervals.

Starting order for Leg 1 will take place in the classification order of the prologue, at 2-minute intervals for the first 10 competitors and at 1- minute intervals for the remaining competitors, in pairs.

Starting order for Leg 2, Leg 3 and Leg 4 will be in accordance with the overall classification of the previous selective section, 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 Rally Control decides otherwise.

3. Any lateness in arriving at the departure of the prologue or of a stage will be penalised at the rate of one minute for each minute of lateness. Over 30 minutes' lateness, compared with the ideal starting hour, the rider will incur a fixed penalty of one hour. Over 1 hour's lateness with respect to his ideal check-in time, the rider will be **disqualified** from the race.

4. The minimum time between the start of the last motorcycle and the start of the first car will be 30 minutes.

081.10 ITINERARY

1. All riders will receive a road-book setting out in detail the itinerary, which must be strictly followed, failing which the penalty inflicted may include **disqualification** from the race.

Any form of reconnaissance of the route is prohibited.

The official route of the Event is that described in the road book as distributed to the competitors.

The Organisers will indicate the GPS points in the road book. Where there is an off-road route (“**HP**”(Hors Piste/Off Track) the Organisers will notify this to the competitors, and the official route will then be represented by a straight line connecting the GPS points given by the Organisers. Either on an official route given by the road book, or on an HP Zone, in all cases it is forbidden for competitors to stray more than **2 kilometres** from the points given by the Organisers, under penalties given below, which after repetition may go as far as exclusion upon the decision of the International Jury.

At each point checked, a straying of more than the maximum provided will lead to a penalty of 5 minutes per kilometre or fraction of kilometre strayed.

As the competitors are obliged to be equipped with a single GPS, that can be downloaded by the Organisers, they will not be able to claim that they do not know their position in relation to the points given by the Organisers.

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

- a) 1st infringement: a time penalty equal to 30',
- b) 2nd infringement: a time penalty of 1 hour,
- c) 3rd infringement: **disqualification** from the race.

3. The following are forbidden under penalty of **disqualification** from the race:

- a) towing or transporting motorcycles over selective sectors.
- b) deliberately blocking the passage of motorcycles or preventing them from overtaking.

4. The transport or towing of motorcycles in a linking sector will result in a penalty of 3 hours, except if in exceptional cases it is authorised by the Supplementary Regulations.

5. The police or officials who record any infringement of the traffic regulations by a Rally 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 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 capable of being variously interpreted.

081.11 ASSISTANCE

Service/Assistance is permitted at specific areas designated in the Road Book. Instructions giving the information for non competing (Service/Assistance) vehicles to access these areas, is provided in the Service Information Book. The movement of service/assistance vehicles is strictly controlled and is forbidden along the route of any Selective Section, except for those areas designated as Service Areas in the Road Book and Service Information Book. For any infringement of this rule a penalty of up to and including exclusion from the event may be imposed by the Panel of Stewards of the Meeting on the competitor for whom the transgressors are servicing.

The maximum speed permitted within the confines of a designated service area is 30kph.

All air assistance whatsoever is forbidden between the start and finish of a Leg, on pain of immediate exclusion on the decision of the panel of stewards, except in special cases specified in the supplementary regulations of the Event.

It is compulsory for all crews to attend the following official Briefings conducted by the Clerk of the Course or his deputy.

- 1. First General Briefing will be held on Monday 20th October – DIMC – 10.00hrs
- 2. Daily Briefings – October 21st; 22nd; 23rd at the Liwa Bivouac – 19.30hrs.

10.5P Distress Beacon (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 rental at documentation.

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 vehicle is

lying on one side or the other. A sticker / visible marking (provided by the competitor) must indicate where it is located.

In the event of a mechanical failure, you can wait for the Sweep/Course Closing Team to arrive and they will take you back to the bivouac. You must make your own personal arrangements, at your cost, for the recovery of your vehicle.

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.

10.6P All VHF, HF, CB transmitter/receiver or other electronic means of communication, other than GSM and/or satellite telephone, are forbidden.

The presence of one of these means of communication on board an assistance vehicle will result in the immediate exclusion from the rally of all competitors in the rally having any link whatsoever with the assistance vehicle in question.

10.7P The fitting of any type of GPS other than the model specified and supplied by the organisers is forbidden.

The use of all types of navigation equipment other than those described below will result in exclusion from the rally.

- 1- Tripmeter. Total and/or partial distance recorder operated solely by the rotation of the wheels, gearbox or transmission. Compulsory.
- 2- Magnetic Compass. Indicates the compass (magnetic) heading of the vehicle. Optional.
- 3- Compass heading repeater linked to the fixed GPS. Optional.
- 4- A fixed GPS system supplied on a hire basis by the official navigation equipment supplier.
- 5- A portable GPS system on a hire basis from the official supplier.

The following use restrictions apply:-

- A spare of items 1 & 4 may be fitted while there may only be one of each item 2, 3 and 5.
- No linking of the equipment either internal or external is authorized except between items 3 & 4.
- Items 1, 2 & 3 featuring multiple functions are not permitted, notably the association of trip meter, compass and GPS
- Only one portable GPS, if the option is taken up
- This item must have independent power source and aerial
- It must have no link, other than to GPS satellites, with any external equipment
- It must not be fixed or connected to the vehicle

A maximum of two GPS systems (4 – fixed) or (5 - portable) may be carried on board a vehicle

The following general restrictions apply:-

- No navigation equipment with a mapping facility is permitted
- The maximum total surface area of screens of items 1 & 2 above may not exceed 50 sq cms. All equipment supplied by the organisers will incorporate a unique identification code as well as a means of checking the route followed by the competitor on the day's stage
- Checks will be carried out and equipment may be exchanged for verification purposes
- Penalties for infringement are up to and including exclusion

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

081.12 INSURANCE

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

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

081.13 ADVERTISING

1. Competitors shall be free to affix any advertising on their motorcycles provided that it:

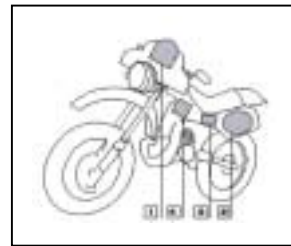
a) is authorised by the FIM Rules and the laws of the UAE. **Note: The advertising of alcohol, or related products, is illegal.**

b) is not contrary to public decency and customs,

c) does not overlap on those areas which are reserved for the plates.



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



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

1. At the start of each stage, the competitors will receive a time card on which are indicated the times allotted for covering each linking sector and the maximum times authorised for each selective sector. 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 stage. 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 race.

3. Presentation of the time card to 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 race, to be checked-in on passing all the points mentioned in the road book, and in the order in which they are listed.

The loss of a time card will result in a fixed time penalty as stipulated in the SR, increased by any penalties for missing check-points or time checks.

The absence of the visa or the non-submission of the time cards to any control whatsoever will result in a fixed penalty, possibly **disqualification** from the race as indicated in the Supplementary Regulations. These fixed penalties can vary from one stage to another.

5. Any rider who presents his time card in a control without having his motorcycle will be **disqualified** from the competition.

081.15 CONTROL ZONES

All controls, meaning: time checks, start and finish of special runs, checks on passing check-points will be indicated by means of standardised panels (Article 20) as follows:

1. 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 50 m. It is recommended to define this width by a double panel or any other possible means.

2. Any control zone, meaning: 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.

3. It is strictly forbidden to enter a control zone from a direction other than that specified on the itinerary of the Rally, and to re-enter a control zone, when the time card has already been stamped at this control:

- 1 st offence: penalty of 1 hour,
- repeat offence: **disqualification** from the race.

4. The ideal time for clocking-in is the sole responsibility of the riders, who may proceed on foot to consult the official timepiece on the control table.

5. The riders are required, under threat of penalty, which may result in **disqualification** from the race, to follow the instructions of the chief of the control point responsible for control, who will be obligatorily assisted by a control official. (Any cases arising will be examined by the International Jury.)

081.16 TIME CHECKS

081.16.1 Unless the Clerk of the Course decides otherwise, the time check posts will begin to operate 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:

- the allotted time,
- or the delay from race **disqualification**,
- or the maximum time authorised.

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 linking sector or the selective sector to the time of starting this sector. 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, or the one preceding it.

For the linking sectors, the rider will not incur any penalty for delay if the time at which the time card is presented to the timekeeper corresponds to the ideal minute for clocking-in. Example: a rider who should pass a time control at 18 h 58 min will be considered to have arrived on time if he clocks in among 18 h 58 min 00 sec and 18 h 58 min 59 sec.

Any difference between the true time and the ideal time of clocking-in will be penalised on the basis of 1 minute per minute or fraction of a minute.

For the selective sectors, the arrival times are recorded on a second's basis.

At the time checks at the end of the stages, the riders are authorised to clock in early, without incurring any penalty.

Any failure to comply with 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) shall be the subject of a written report by the chief of the control point that will be transmitted to the Clerk of the Course.

On a proposal from the Clerk of the Course, the International Jury of Sporting Stewards may decide to modify the time of **disqualification** from the race as defined in the Supplementary Regulations. The riders will be informed as soon as possible. **Disqualification** from the race for exceeding the maximum authorised delay cannot be announced before the end of a stage.

1. If a special timed test is followed by a linking sector, the clocking-in time figuring on the time-card constitutes both the time of arrival at the end of the special and the starting time of the new sector.

2. When a time check is followed by the start of a selective sector, 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 50 to 200 metres, red panel with flag (start of selective sector),
- d) finally, 100 metres further on, final beige panel with three black cross-bars.

At the time check at the finish of the linking sector, 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 sector.

He must observe an interval of 5 minutes between the two in order to allow the competitor to prepare for the start.

After clocking-in at the time check, the rider must immediately go to the start of the selective sector. The timekeeper will enter the true starting time of the selective sector, and then instruct the rider to start.

If, in the event of an incident, there is a divergence between the two times entered, the starting time of the selective sector will be deemed authentic, unless otherwise decided by the International Jury of Sporting Stewards.

At each time check, the organiser (timekeepers) must immediately notify the Clerk of the Course of any rider who overlaps the maximum time for late arrivals.

081.16.2 Closing time of Passage Controls

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

- the distance run since the start of the sector concerned,
- the average time of the sector considered (selected or time) imposed by the maximum time allowed, the individual time of the last competitor increased by 60 minutes.

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

081.17 ROUTE CHECKS

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

See Art. 081.20 for the signalling of controls.

See Art. 081.10 for Itinerary

081.18 SELECTIVE SECTORS

The selective sectors are timed tests.

1. It is forbidden, except in cases of "force majeure", for riders to drive in the opposite direction of the selective sectors, under threat of penalty, which may result in **disqualification** from the race.

2. At the start of the selective sectors, when the motorcycle comes to 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 5 seconds' one at a time. After the last 5 seconds, the starting signal will be given and this must be immediately followed by starting of the motorcycle.

Remaining for more than 30 seconds on the start line, after the starting signal, will incur a penalty of 2 minutes.

3. The start of a selective sector at the time indicated on the time card cannot be delayed by the timekeeper, except in the case of force majeure.

4. A start made before the official has given the signal will be penalised by 1 minute. This penalization does not rule out more serious sanctions that may be applied by the International Jury of Sporting Stewards, particularly in the case of a repeated offence.

5. The arrival at the selective sectors 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 150 to 300 metres, 2 red panels (timepiece and STOP)
- d) finally, 100 metres further on, final beige panel 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 race. Timing is recorded on the finish line, with printer-type clocking-in equipment. The latter will be duplicated by hand-held stopwatches.

At a distance of 150 to 300 metres after the finish, the rider shall stop at a time check signaled 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 linking sector (hour and minute).

6. Unless otherwise specified in the Supplementary Regulations, assistance shall be prohibited during a selective sector by a means other than that of a rider in the race with parts carried by a rider in the race. Assistance zones may be provided by the organization.

7. The starting intervals for the selective sectors must comply with the same requirements as those for the start of the stages.

8. Any rider refusing to leave at the start of a selective sector at the time and in the position that have been allotted will be penalized, possibly by **disqualification** from the race.

9. Neutralization for refueling (petrol) in the selective sector must be applied.

The refueling park is not a Parc Fermé.

081.19 REGROUPING

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

2. 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 drive their motorcycle directly to the Parc Fermé, the starting order remaining that on arrival.

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

081.20 SIGNALLING OF CONTROLS

See Standard FIM Regulations

081.21 FIXED PENALTIES

This penalty has been established to substitute for the **disqualification** from the race. The fixed penalty can be assigned for exceeding the maximum authorized time or for not having respected certain sporting **rules**.

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 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 selective sector(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 Checkpoints (3 hours per check point).

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 next 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 Checkpoints (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.

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

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

081.22 PARC FERME

1. The motorcycles will be under "Parc Fermé" orders (all repairs and refuelling are prohibited):

a) as soon as they enter a starting, regrouping or end-of-stage park, and until their departure from these, if they are provided;

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 lodging complaints.

d) during the transport, the Parc Fermé ruling shall apply.

2. Any failure to observe "Parc Fermé" orders will result in **disqualification** from the race.

3. When the Technical Stewards for the Rally note that a motorcycle appears to be 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 linking sector.

In order not to allow the rider to seek to make up his lost time after the repair, the latter shall be given a new starting time, provided that his lateness is less than 30 minutes.

4. As an exception to the Parc Fermé status, but subject to the responsibility of a timekeeper, 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.

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

081.23 CONTROLS

The repairs catalogue (maintenance handbook for suppliers' use) must be available for technical stewards at all times.

1) The controls made before starting shall be of a very general nature (checking of licenses and driving licenses, the make and model of the motorcycle, apparent compliance of the motorcycle with the series in which it has been entered, compliance of the safety equipment and compliance of the motorcycle with the Highway Code).

2) Starting will not be permitted to any motorcycle that does not comply with the provisions of the safety regulations of the FIM and the Supplementary Regulations as well as the homologation technical form.

3) At any moment during the Rally, supplementary checks may be performed either in respect of the rider or the motorcycle.

The competitor is responsible at any time of the Rally for the technical conformity of his motorcycle.

4) The rider alone shall be responsible for ensuring, at his own responsibility, that the identification marks attached are protected up to the end of the Rally. Their absence will result, **upon the proposal of the Jury**, in a change of category for Marathons and Production and **disqualification** for Superproduction.

5) Any fraudulent act that is recorded and, in particular the presentation of retouched identification marks as being intact, shall also result in **disqualification** of the rider, as well as that of any competitor or 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 Disciplinary and Arbitration Code.**

6) Without it being an obligation, a complete and detailed check involving the dismantling of the motorcycle of riders ranking in the first places of the general classification and 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.

7) If an engine must be verified 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 at the representing company 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.

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.
- ♦ Repatriation insurance certificate.
- ♦ Starting Permission letter from competitors FMN.
- ♦ Signing of Indemnity Form

At the same time competitors will be given the following:

- Rally plates
- Competition numbers
- Advertising plates
- ID bracelet (to be worn at all times during the event)*
- Copies of General Information book
- Copies of any General Information and Official Bulletins (to be signed for)
- Rally T-shirts and other kit
- Scrutineering & technical checks booklet
- Scrutineering timetable for Sunday 19th October.

The ID bracelet, correctly attached to the wrist of competitors, crew and service personnel, is considered the only authorization to be present in an official location, service area and the bivouac. Personnel must show the bracelet at any time on request. A crew receiving assistance in any form from third parties not identified by the wearing of the bracelet are subject to a penalty of \$100 and up to and including exclusion.

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.

Scrutineering will take place on Sunday 19th October from 07.30h to 17.00h at Dubai Municipality Workshop at Al Jadaf. Directions to the location will be given in the General Information book. Competitors should allow a minimum of 30 minutes to travel from Dubai International Marine Club Le Meridien Mina Seyahi to the scrutineering location.

Only those crews who have successfully completed the Documentation / Administrative checks may present their vehicle at scrutineering in accordance with the published time schedule.

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 1,000.00.

Competitors must also present the following equipment for inspection:

- ♦ Helmet (< 5 years old) in conformity with FIM regulations. (one piece, full face helmet)
- ♦ GPS
- ♦ Distress beacon or other equipment if approved by FIM
- ♦ Medical kit (recommended but not compulsory)
- ♦ Signalling kit
- ♦ Camel bag
- ♦ 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.

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 flares 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)

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 your 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 20th October at 1800 hrs at the Hyatt Hotel Dubai 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.

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). (Mobile phones can be rented during documentation).

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 and survival rations will not be issued to anyone other than competitors.

1. All competitors shall be equipped with survival equipment comprising everything which is specified in the Supplementary Regulations.

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

2. 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 competitor will have **one hour** to conform to the rules; beyond this delay **disqualification will** be pronounced.

As indicated in the Supplementary Regulations, the participants will be penalised if, at a control, all or part of the survival equipment is missing. Nevertheless, they will be able to start again after having replaced this equipment.

3. The distress beacon must be immediately accessible without any mechanical intervention or handling of the motorcycle: it must be visible. A sticker must indicate its whereabouts.

Each motorcycle must be equipped with a reserve of drinking water of a capacity defined by each SR. This water must be able to be reached without effort and without any tool, regardless of the position of the machine.

4. A chest-protector and/or with additional back protection is recommended.

081.26 PROTESTS – APPEALS

1. Any **protest** shall be presented in accordance with the requirements 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 considered unjustified.

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

2. The cost of the work and of transporting the motorcycle shall be borne by the complainant, if the complaint is not justified, and shall be borne by the rider concerned by the complaint in the case of the contrary. If the complaint is not justified and if the costs caused by the complaint (verification, transport, etc.) are greater than the guarantee deposit, the difference shall be paid by the complainant. If however it is less, the difference will be reimbursed to him.

3. Riders may appeal against the decisions, in accordance with the provisions of the FIM Disciplinary and Arbitration Code.

081.27 CLASSIFICATION

Timekeeping shall be under the responsibility of the Clerk of the Course. Only riders who finish the event and pass a minimum of 75% of the road checks may figure in the results.

1. Penalties shall be expressed in hours, minutes and seconds. The final classification will be obtained by adding the times achieved in the selective sectors and the penalties (incurred during the linking sectors and other penalties expressed in time).

The rider who obtains the lowest total will be proclaimed the winner of the general classification; the next will be second and so on. **The other classifications will be established on the basis of the general classification.**

2. In the event of a tie, the winner will be declared to be the rider who has achieved the best time during the first selective sector (not including the prologue). If this is not sufficient to decide between the two, the times of the 2nd, 3rd selective sector, etc. will then be taken into account. This rule may be applied at any time during the Rally.

3. The official classifications of the Rally will be posted on the official notice-board not later than 1 hour after the arrival of the last motorcycle.

4. The final deadline for complaints will be 1 hour beginning at the time when the official general classification of the Cross-Country Rally is posted.

5. The final deadline for protests for the classification of a stage is valid up to the start of the first rider in the stage two days later.

081.29 FUEL

Fuel used, i.e. normal roadside unleaded pump fuel, shall be in accordance with the Technical Rules, Appendix Enduro.

Fuel: Unleaded 98 Octane petrol will be provided to all riders at the official refueling areas.

A fuel control may be carried out at any time during an event, according to Art. 063.05 of the Enduro Technical Rules. A rider whose fuel fails to meet the technical requirements will be **disqualified** from the whole event.

This rider will also be liable to reimburse the full costs of the test and further penalties may be imposed.

All requests for fuel control following a protest must be accompanied by a security deposit of CHF 1'200.– paid to the International Jury or the FIM (supplementary controls).

An appeal against decisions of the International Jury may be lodged before the International Disciplinary Court within 5 days, pursuant to Art. 4.5 and 4.6 of the Disciplinary and Arbitration Code.

RETIREMENT

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

The Organisation must immediately be notified by contacting the emergency telephone number.

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 Time Card 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, **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 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.

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.

Other Awards

Team Award	one trophy
Spirit of the Rally	one daily trophy for Legs 1, 2 and 3
Ladies Award	one trophy and a cash award of US\$1,000

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