



*FEDERATION INTERNATIONALE  
DE MOTOCYCLISME*

# FIM WORLD RALLY-RAID CHAMPIONSHIP



**SPORTING REGULATIONS**

**2025 EDITION**



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## REGULATIONS 80

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

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

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

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

## General Undertakings and Conditions

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

1. FIM Sporting Code
2. FIM Rally-Raid Appendices
3. FIM Rally-Raid Technical Regulations
4. FIM Disciplinary Code
5. FIM Environmental Code
6. FIM Medical Code
7. FIM Anti-Doping Code
8. FIM Ethical Code

as supplemented and amended from time to time (hereinafter collectively referred to as the “FIM Rally-Raid Regulations”).

The commercial name of the championship is now “FIM World Rally-Raid Championship”.

It is the responsibility of each competitor and/or team to ensure that all persons involved with their entries observe the FIM Rally-Raid Regulations at all times.

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

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

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

## 80.1 GENERAL

### 80.1.1 FIM World Rally-Raid Championship and Prize Events

The FIM World Rally-Raid Championship is organised according to the rules of the FIM Rally-Raid Regulations and the FIM Sporting Code and all the codes and regulations published and regularly updated by the FIM.

However, some rules taken from the FIM Baja World Cup Regulations may also be used. This must be clearly stated in the Supplementary Regulations of the event.

The FIM World Rally-Raid Championship is under the joint management of the FIM and its contracted promoter. As such a joint committee is formed: The Championship Committee.

The FIM World Rally-Raid Championship and FIM Prize Events are held each year and include the following title/category:

#### FIM World Rally-Raid Championship:

- Category RallyGP for competitors and manufacturers.

#### FIM World Rally-Raid Cups:

- Rally2 Category – Moto-Rally for competitors and teams.
- Rally3 Category – Moto-Enduro
- Category Quad
- Category SSV

#### FIM Rally-Raid Trophies:

- Women's Trophy for competitors in the Rally2 category
- Junior Trophy for competitors in the Rally2 category
- Junior Trophy for competitors in the Rally3 category
- Veteran Trophy for competitors in the Rally2 category

A FIM World Rally-Raid Championship event, allowing for exceptions duly approved by the Championship Committee, is open to these categories mentioned here.

For each event on the FIM World Rally-Raid Championship Calendar, the eligible categories will be specified in the Supplementary Regulations.

The total number of events listed on the FIM World Rally-Raid Championship calendar may include one or two Marathons Rallies, unless otherwise duly approved by the Championship Committee and final approval by the FIM Executive Bureau.

The title of FIM World Rally-Raid Champion as well as the various FIM World Cups and Trophies can only be awarded if 50% of the events on the calendar (number rounded down to the nearest whole number) have been completed.

In all cases, a minimum of 2 (two) events must be completed for the attribution of the various FIM titles.

In case of force majeure, the decision will be taken by the Championship Committee.

### Format:

The standard format should be as follows:

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

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

- An FIM Marathon Rally must have more than six (6) timed Stages including a rest day. Before the Rally, two (2) days should be scheduled for the technical and administrative verifications; the first day should give priority to the national competitors and the second day to the foreign competitors.

In all cases, a Prologue will be organised. It will not be considered as a Stage and will not be subject to stage penalties.

## **80.1.2 Events Calendar**

The championship calendar is published jointly by the FIM and its promoter.

Before being accepted, each new candidate event will be evaluated by the FIM and its promoter (unless otherwise agreed), who will take into account the inspection report, the quality of the event, the proposed date, the existing events in the FIM World Rally-Raid Championship and contractual aspects between the organiser and the promoter. This evaluation will be entirely borne by the candidate organisation.

Annually, the CTT will organise a compulsory meeting for the organisers in order to explain the new rules and the various procedures put in place.

Events counting towards the FIM World Rally-Raid Championship shall follow the graphic charter published by the promoter. On all documents relevant to the event should be mentioned, the title “FIM World Rally-Raid

Championship” together with the FIM logo and the Rally-Raid World Championship logo.

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

TV, Media, Commercial and Sponsorship rights are aspects that are managed between the local organiser, the Championship promoter and the FIM.

The organiser must follow the graphic charter provided by the promoter for the backdrops, internet sites and other miscellaneous items. The FIM logo as well as the Championship logo must appear on each support.

### **80.1.4 Support races**

During a FIM World Rally-Raid Championship event, support races can be accepted. They must be registered on the FIM International, Continental or National Calendar by the FMNR and not compete with any class or category of the FIM Championship/Cup/Trophy.

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

These support races will be international, Continental or National and reserved for national and international competitors holding an appropriate licence.

According to the Sporting Code, as the FIM is not involved in the organisation of ancillary races, they are the sole responsibility of the FMNR at all levels (organisational, sporting and disciplinary).

In the context of the organisation of a Championship Event, the priority must at all times be given to the FIM World Rally-Raid Championship, Cups and Trophies.

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

## **80.2 OFFICIALS AND PROCEDURES**

### **80.2.1 General**

Within the framework of the Promotion provided by Amaury Sport Organisation (ASO) “the promoter”, the FIM World Rally-Raid Championship will be managed by the Championship Committee.

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

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

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

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

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

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

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

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

- FIM Jury President, the FIM Jury Members, FIM Technical Director
- Clerk of the Course (CTT Licence) and his assistant (if nominated)
- FMNR Chief Technical Steward (Senior Technical Licence) and his assistant (if nominated)
- FIM Medical Delegate (if nominated)
- FIM Sustainability Delegate (if nominated)
- FMNR Sustainability Steward
- Chief Medical Officer (CMO)

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

## **80.2.3 Jurisdiction and Championship Committee**

The governance of the Championship is ensured by a joint FIM and promoter committee, the Championship Committee.

### Duties and Authority of the Championship Committee

1. The Championship Committee shall have exclusive right to:
  - developing and proposing the strategy of the discipline of the Championship;

- approve any changes in the technical and/or sporting regulations of the Championship. It is the highest competent body and decision-making entity in relation to the Championship.
- submit to the FIM Management Council for approval, obligatorily via the CTT, proposals concerning the organisation of the Championship, the calendar for each season and any changes to the FIM Regulations.

### Composition of the Championship Committee

The Championship Committee shall, at all times, be composed of the following members, appointed by the FIM and ASO:

- 3 representatives of the FIM;
- 3 representatives of ASO.

The President is appointed jointly by the President of the FIM and the legal representative of ASO. The President is responsible for organising and directing the work of the Championship Committee and for chairing its meetings.

The Championship Committee may, by decision of its members, include in an advisory capacity and without the right to vote parties involved in the Championship.

In the event of the resignation, incapacity or death of one of the members of the Championship Committee, his successor shall be designated as the member he replaces, by application of the rules set out above.

### Functioning of the Championship Committee

The Championship Committee shall meet at least three times a year, and as often as the interests of the Championship require.

The deliberations of the Championship Committee shall be taken by a majority of the votes cast by the members present or represented and shall, unless explicitly requested by at least two members, be by a show of hands. In the event of a tie, the proposal submitted for deliberation shall be rejected, it being specified that the President of the Championship Committee shall not have a casting vote in the event of a tie.

The secretariat of the Championship Committee shall be provided by a permanent member of the FIM staff.

## **80.2.4 FIM International Jury**

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



the FIM.

The third Jury member is appointed by the FMNR. He must hold a valid FIM CTT licence.

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

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

The FIM International Jury exercises supreme control of the event in respect of the application of the FIM Codes, FIM regulations and of the SR, which it must ratify.

The International Jury shall be the sole tribunal of the event competent to rule on any protest that may arise during an event following a sanction issued by the Clerk of the Course.

The FIM International Jury must settle disputes and impose sanctions according to the provisions of the Disciplinary Code, in particular financial penalties and the disqualification of a competitor.

The International Jury shall have the right, either on its own initiative or at the request of the organiser or the Clerk of the Course, to delay the start of an event, to have the circuit, track or terrain improved, to stop or cancel an event or a stage for safety reasons or in the event of force majeure.

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

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

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

To assist the Jury in carrying out its duties, the organiser will provide a secretary. This person, available at the Jury's discretion, will be responsible for, among other things:

- attending Jury meetings;
- attending any hearings;
- drafting and translating the minutes of these meetings in collaboration with the Jury President;

- drafting and translating addenda and information notes from the Jury;
- publishing these documents as well as the various rankings and start lists on the official information channel (Sportity in general).

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

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

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

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

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

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

- Amendments, if any, to the SR after the opening date for entries verifying that all the competitors and competitors engaged are informed thereof;
- Report of the Secretary to the Jury stating that all competitors and competitors are holders of their respective valid licences as well as all officials with any responsibility for the running of the event;
- Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the event;
- The means implemented for the safety aspects of the event;
- Any amendments to safety measures proposed to the competitors;
- The official permission from the local authorities to run the event and a copy of the third-party insurance policy contracted by the organiser

according to Art. 110.1.1 of the FIM Sporting Code.

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

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

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

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

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

He must help the FIM Jury President to fulfil his duty. In particular, he must participate in the supervision of compliance with regulatory procedures, administrative controls, the setting up of start and finish areas for Special Stages or refuelling zones.

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

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

He must assist the Jury President and the second Jury member. In particular, he must participate in the supervision of compliance with regulatory procedures, administrative controls, the setting up of start and finish areas for Special Stages or refuelling zones.

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

#### **80.2.8 FIM Technical Director**

The FIM Technical Director is appointed by the Director of the FIM International Technical Commission in consultation with the Director of the

## FIM Cross-Country Commission.

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

The FIM Technical Director works in cooperation with the technical team appointed by the FMNR and the organiser.

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

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

### **80.2.9 CTT Representative**

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

### **80.2.10 Clerk of the Course**

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

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

- To ensure that the course is in good condition; that all officials are present and ready to carry out their duties and that the safety, medical and control services are on duty;
- To verify the identity of the competitors and the correct numbering of

the motorcycles;

- To ensure that no disciplinary sanctions, administrative and/or technical problems prevent a competitor from participating in the event;
- To postpone the start of a event for an urgent case of safety or for any other case of force majeure or to proceed with the improvement of the conditions of the course; to stop an event prematurely or to cancel part of a stage, or a stage in whole or in part;
- To prevent a competitor or a motorcycle from starting, or to order his withdrawal from the event if he considers such action necessary for safety reasons;
- Comply with and ensure compliance with the FIM Regulations and, depending on the nature of the infringements, impose the penalties provided for in the FIM Regulations (see Appendix “Summary Table of Sanctions”). The Clerk of the Course may also submit these infringements to the FIM International Jury.
- To order the removal from the course, Stages and surrounding area any person refusing to obey the orders of an official;
- To notify the FIM International Jury of all decisions taken or to be taken and of any protest addressed to him;
- To collate the reports of the timekeepers, Officials and other judges of facts and all other information necessary in order to present his report to the FIM International Jury and to have the provisional results of the event approved.

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

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

### **80.2.11 Technical Steward**

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

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

## 80.2.12 Timekeepers

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

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

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

The timekeeper must provide the Clerk of the Course with results that highlight the penalties.

At the end of the event, as soon as the results are approved by the FIM International Jury, they must send the results by e-mail to the FIM Administration by electronic way in order to be published online on the FIM official website [www.FIM-MOTO.com](http://www.FIM-MOTO.com).

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

## 80.2.13 Sustainability Steward

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

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

## 80.2.14 Chief Medical Officer (CMO)

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

- Ensure that the FIM Medical Code is respected.
- Inspect all medical/paramedical services before the start of the event and regularly during the event.
- Ensure that all medical/paramedical services and staff are in their

- correct places and ready to function.
- Give information and recommendations on injured competitors and all aspects of the event, which may have potential medical consequences.
- Draw up a report and hand a copy to the FIM Jury President.
- He must be present at all meetings of the FIM International Jury.

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

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

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

The task of the officials dealing with competitors consists of:

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

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

#### **80.2.16 Responsibility for the tracking system**

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

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

In the event of an accident or penalty, the Clerk of the Course or the FIM Jury may request additional information. This information must be given to the applicant as soon as possible by the person in charge of the above-mentioned service company.

### **80.2.17 Responsibility for the GPS system**

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

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

In the event of an accident or penalty, the Clerk of the Course or the FIM Jury may request additional information. This information must be given to the applicant as soon as possible by the person in charge of the above-mentioned service company.

### **80.2.18 Responsibility for the Electronic Road Book**

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

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

In the event of an accident or penalty, the Clerk of the Course or the FIM Jury may request additional information. This information must be given to the applicant as soon as possible by the person in charge of the above-mentioned service company.

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

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

This mean:

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

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

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



### **80.3 SUPPLEMENTARY REGULATIONS AND INSURANCES**

The draft Supplementary Regulations, approved by the FMNR; must be sent to the FIM Administration no later than 45 days before the date of the event for approval by the FIM. As soon as approved, the SR must be published, at least in English, on the FIM website and on the Organiser's website.

The SR must be drawn up in conformity with the standard model established by the Championship Committee and must specify that the event will be conducted in conformity with the current Regulations. It must also include in appendix the detailed description of the medical support available by air and land during the event (safety plan of the Event). The complete time schedules and details with the number of kilometers, the maximum time allowed to the competitors day by day has to be sent to FIM Administration 30 days before the start of the event.

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

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

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

The interpretation of the SR is the responsibility of the FIM Jury appointed to the Event.

### **80.4 ENTRIES**

Each participant and/or team must pay the entry fee to the organiser and promoter and hold the appropriate FIM licence.

In the event of exceptional and unforeseen situations in the present regulations of the FIM World Rally-Raid Championship, the Championship Committee may decide to adapt the eligibility, entry and points allocation criteria for the Championships, Cups and Trophies.

## Riders

In order to participate in the event, the rider must hold a valid FIM competitor's licence for the event in question. (Article 70.2.1 of the FIM Sporting Code)

In addition, in order to obtain points in the World Championship, he must have completed and signed the "declaration of commitment to participate" and paid the entry fee for the World Championship to the promoter.

Competitors who do not meet the above conditions will not be able to score points in the World Championship.

## Teams

In order to appear on the official lists (start lists, rankings, etc.), teams must be in possession of the FIM Rally Team Licence. (Article 70.2.4 of the FIM Sporting Code) and pay the entry fee to the promoter.

## Manufacturers

Manufacturers are obliged to subscribe to an FIM Manufacturers' Licence. Vehicles must be accompanied by a "grey card" certificate, the vehicle must be decorated according to the make declared by the rider or the team entered. In case the declared make is different from that of the manufacturer or homologation company stipulated on the grey card, a document of agreement signed by both parties (companies/builders) must be presented at the technical and administrative checks.

NB: Article 70.2.3 of the FIM Sporting Code:

FIM Manufacturers' Licences are compulsory to participate each year in the Manufacturers' Championships, to have their brands included in the official results, to enter riders under their brands in FIM recognised events and to advertise the participation of their brands in motorbike events. They also allow manufacturers to homologate their motorbikes, in accordance with the FIM Regulations and/or technical rules.

The organiser may refuse an entry for good reason. Written notification of the refusal, with reasons, must be sent to the applicant no later than 72 hours after the closing date for entries.

## **80.5 INSURANCES**

### **80.5.1 Third Part Liability Insurance**

The organiser of a FIM Championship or Prize Event must provide the FIM Administration, not later than 20 days prior to the event, with a copy of the insurance policy written in English or French to cover his own liability and that of all competitors, the manufacturers, competitors, passengers, sponsors and officials in case of damage to third parties during the meeting or during the practices. The insurance policy shall also cover any possible liability of the FIM to third parties.

The minimum amount of coverage, which shall not be less than the minimum standards provided for by the national laws of the country in which the relevant event is taking place, is defined regularly by the Board of Directors and published in the FIM Yearbook.

The third party liability insurance will come into effect two days before the official practice session and will terminate two days after the last race day.

### **80.5.2 Accident Insurance for competitors**

In granting a start permission or by issuing a FIM Licence to competitors, (passengers, teams), an FMN or any entity allowed to do so by the FIM, must certify that the competitors are insured for personal accidents covering death, permanent disability, medical treatment and repatriation. The minimum compulsory benefits to be covered by this insurance must be equivalent to the benefits in EUR as published in the FIM Yearbook. The insurance must be valid for all competitions and official practices.

The organiser of a Cross-Country rally event counting towards a FIM World Championship or Prize Event as well as an International Meeting must take out, at his cost, compulsory insurance (search, extraction, medical treatment and repatriation) for all competitors entered in his event. (For specifications of this insurance policy please refer to the FIM Sporting Code.) In the specific case of Rallies, it is agreed that the costs of search and rescue will be borne by the Event Organiser.

## **80.6 ENTERED COMPETITORS**

Competitors are solely responsible for the validity of the administrative documents presented to participate in the event. Furthermore, they are solely responsible for their behaviour and for respecting local rules.

The competitors must obligatorily be holders of:

- a) A valid FIM World Rally-Raid Championship licence in accordance with Art. 70.2.1 of the FIM Sporting Code and Art. 09.1 of the FIM Medical Code. To obtain this licence from his national federation, the competitor must undergo and pass successfully an echo-cardiogram, once in his lifetime and an exercise tolerance electrocardiogram valid three years.
- b) A valid original driving licence (photocopies are not accepted). Competitors must carry their driving licence all the time when on the bike.
- c) In addition, at the administrative control of each event of the FIM Cross-Country Rally World Championship, competitors invited to present a certificate attesting to their participation in a first aid training course recognised in their own country.

This training must include basic first aid for trauma management and cardiopulmonary resuscitation. Such first-aid training course or its equivalent may be provided, for example, by the Red Cross, Emergency Medical Services, BLS-AED Training, PSC1, AFPS, etc.

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

A competitor is responsible of the behaviour of his mechanics, assistants or manager and any infringement to the regulations will result in a penalty being applied to the competitor.

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

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

### **80.6.1 Bib numbers**

The promoter would allocate the bib numbers to the permanent competitors in each category.

The 3 first numbers of the category RallyGP will be allocated in the ascending order to the 3 first competitors who scored points in the FIM World Rally-Raid Championship/World Cup of the previous year. The number will correspond to the final position of the competitor. If those

competitors choose another number, those three numbers will not be allocated.

A competitor from categories RallyGP, Rally2 and Rally3 who wants a specific number (a number above 3 and below 170) must make a request to the promoter before 15 December of the previous year of the Championship.

A competitor from category Quad who wants a specific number (number from 171 to 199) must make a request to the FIM Administration before 15 December of the previous year of the Championship.

Each organiser will allocate the remaining free numbers to the other competitors. However, they should, when possible, give a competitor the same starting number this competitor had if he rode previously in another round of the FIM World Rally-Raid Championship of that year. This should be done in collaboration with the promoter.

A list with permanent riding numbers will be established by the promoter in collaboration with the teams and competitors.

The list will be published and sent to the organisers by the promoter.

## **80.6.2 Teams and Team Managers**

Teams entered in the FIM World Rally-Raid Championship must hold a valid FIM Rally-Raid Team Licence.

Only these teams may appear on the official entry lists, results and rankings.

Team managers may represent the riders entered on their behalf.

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

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

## 80.7.1 Categories, Classes and Trophy

The categories are as follows:

- Category RallyGP: FIM World Rally-Raid Championship, Moto Rally (up to 450cc)
- Category Rally2: FIM World Rally-Raid Cup, Moto Rally (up to 450cc)
- Category Rally3: FIM World Rally-Raid Cup, Moto Enduro
- Category Quad: FIM World Rally-Raid Cup, Quad
- Category SSV: FIM World Rally-Raid Cup, SSV

The following trophies will also be introduced:

- Women's Trophy for competitors in the Rally2 category
- Junior Trophy for competitors in the Rally2 category
- Junior Trophy for competitors in the Rally3 category
- Veteran Trophy for competitors in the Rally2 category

### 80.7.1.1 Category RallyGP – FIM World Rally-Raid Championship, Moto Rally

This category is open to the Moto-Rally.

These vehicles must comply with the FIM Technical Rules for Rally-Raid.

The maximum capacity is 450cc.

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

Competitors:

This RallyGP category is reserved for experienced competitors only. Competitors must be accepted by the Championship Committee in accordance with their sporting experience.

The list of eligible riders for this category will be published and regularly updated on the FIM website at the following address:

<https://www.fim-moto.com/en/documents/view/2025-list-of-eligible-rallygp-riders>

The maximum speed for the vehicles in Category RallyGP is 160 km/h.

In December of the year preceding the championship, a list of RallyGP riders will be established and published by the Championship Committee.

Competitors in the RallyGP class must be in possession of a FIM RallyGP licence.

### **80.7.1.2 Category Rally2 – FIM World Rally-Raid Cup, Moto Rally (up to 450cc)**

This category is open to the Moto-Rally.

These vehicles must comply with the FIM Technical Rules for Rally-Raid.

The maximum capacity is 450cc.

Competitors:

This category is reserved for riders not registered on the RallyGP riders list.

The maximum speed for the vehicles in Category Rally2 is 160 km/h.

Competitors in the Rally2 category must be in possession of a FIM valid for the category (see the license validity table in the FIM Yearbook) licence.

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

### **80.7.1.3 Category Rally3: FIM World Rally-Raid Cup, Moto Enduro adapted to the Rally use**

These vehicles must comply with the FIM Technical Rules for Rally-Raid.

The maximum capacity is 450cc.

Competitors:

The Rally3 category is reserved for riders discovering Rally-Raid. At each event, after informing the Committee, the FIM Jury will validate the entry of drivers in this category on a case-by-case basis, taking into account each rider's experience and track record.

The maximum speed for the vehicles in Category Rally3 is 130 km/h.

Competitors in the Rally3 category must be in possession of a FIM valid for the category (see license validity table in the FIM Yearbook) licence.

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

### **80.7.1.4 Category Quad: FIM World Rally-Raid Cup Quad**

These vehicles must comply with the FIM Technical Rules for Rally-Raid.

Competitors: Open to all

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

Competitors in the Quad category must be in possession of a FIM Quad licence.

#### **80.7.1.5 Women Trophy**

A Women Trophy will be set up in the Rally2 Category.

#### **80.7.1.6 Junior Trophy**

There will be a Junior Trophy in each of the following categories: Rally2 and Rally3.

The points obtained will be strictly reserved for the category corresponding to the vehicle used and cannot be accumulated from one category to another.

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

#### **80.7.1.7 Veteran Trophy**

A Veteran Trophy will be set up in the Rally2 Category.

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

#### **80.7.1.8 Training of new riders**

A compulsory training session could be jointly organised by the promoter and the FIM at events counting towards the FIM World Rally-Raid Championship. The material conditions of this training session must be specified in the Supplementary Regulations of the event.

Riders for whom the event is their first experience will benefit from this training session. Their presence is compulsory under penalty of a sporting or financial penalty.

#### **80.7.2 Change of engine and number of engine**

Categories RallyGP, Rally2, Rally3 and Quad:

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

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



1<sup>st</sup> change: 15'  
2<sup>nd</sup> change: 45'  
3<sup>rd</sup> and following change: 120'

For 2026  
1<sup>st</sup> change: 20'

This penalty will be applied on the Provisional General Classification of the stage following the engine change.

The spare engine(s) must have identical technical specifications and must be marked by the Technical Stewards upon request from the team/rider before using it in the event. The number of engines presented at the preliminary technical inspection is free.

### 80.7.3 Piston

#### Category RallyGP:

The engines will be sealed. A seal will be placed between the cylinder and cylinder head, second seal between the cylinder and the crankcase and third seal on the crankcase housings. The seals will be placed during preliminary scrutineering.

During a FIM Marathon Rally, the top of the engine can only be opened once with a presence of an official scrutineer. If the top of the engine is opened for a second time for Marathon Rally or for a first time for Rally, a penalty will be applied. Cylinder and cylinder head must remain the same for the whole event.

For 2026  
If the “top end” of the engine is opened, a penalty of 10 minutes will be applied.

All intervention to the “bottom-end” (inside the crankcases) and replacement of cylinder or cylinder head will be considered as a change of engine; if so, a penalty will be applied.

### 80.7.4 Tyres

#### Category RallyGP:

Competitors must declare during the technical inspection the make and type of the rear tyre used throughout the Rally.

Only this type of declared tyre may be used by the competitor.

Any change of tyre is forbidden between the start and the finish of a stage. If, for safety reasons, a competitor is forced to change his tyre, he must

inform the FIM Technical Director or the Clerk of the Course and will be subject to a penalty of 1 (one) hour.

#### Categories Rally2, Rally3 and Quad:

For vehicles in these categories, the brand and type of tyre are free.

### **80.7.5 Identification**

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

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

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

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

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

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

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

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

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

A bracelet on which is noted the HQ number will allow competitors to be identified. In case of damage to the bracelet, the competitor must inform the Competitors' Relation Officer, who will provide a replacement in exchange for the damaged item.

## **80.7.6 Advertising**

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

- a) is authorised by the FIM Rules, the promoter's guidelines and the laws of the countries ridden through;
- b) corresponds to the ethical standards defined by the FIM and respects the advertising laws (cigarettes, alcohol, etc.) of the FMNR's country;
- c) does not overlap on those areas which are reserved for the number plates and the organiser's requirement, as described in the SR.

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

## **80.7.7 On-board Camera**

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

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

At the request of the promoter, a camera may be installed in compliance with the above instructions.

A competitor may install his own camera after prior agreement with the promoter.

## **80.8 TECHNICAL CONTROL - ADMINISTRATIVE CONTROL – MEDICAL CONTROL – ALCOHOL CONTROL**

The only competitors who are authorised to go to the Administrative Control and Technical Control for the FIM World Championship and FIM Prize events are the ones who complies with Art. 80.7.1.

### **80.8.1 Administrative control**

Prior to the start of the event, an Administrative Control must be organised, in order to check the FIM licences, driving licence, first aid training certificates, make and model of the motorcycle, and compliance with the category in which it has been entered.

During this Administrative Control, various safety equipment, map, Road Book, emergency phone number and other information will be distributed to

the competitors.

### **80.8.2 Preliminary Technical Control**

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

Each rider may enter only one motorcycle which shall be identified and marked at the Technical Control and he/she may not use the vehicle of another competitor.

### **80.8.3 Sound Control**

All the motorcycles must pass the sound control test, carried out according to Art. 01.79 of the Rally-Raid Technical Rules and FIM Sound Control Regulations, during the preliminary examination and marked by the organiser.

The maximum limit of the sound level, using the 2 Meter Max method is fixed at: Please refer to the Rally-Raid Technical Rules.

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

### **80.8.4 Medical Control**

The procedure for Medical Control is described in the Medical Code.

### **80.8.5 Alcohol Control**

Further to an FIM alcohol testing procedure, if the result of the confirmatory test is above the permitted threshold, for details of the procedure to be followed, please refer to the Medical Code of the current year, art. 09.1.1 I. and appendix "FIM Alcohol Testing Procedure".

### **80.8.6 Spare cartridge sets for airbag equipment**

During the scrutineering, the competitor must present his spare cartridges and have them marked by the technical officials:

- 3 sets of replacement cartridges for a Rally
- 6 sets of replacement cartridges for a Marathon Rally

### **80.8.7 Technical Inspection during the Event**

During the whole event the FMNR Technical Steward, under the supervision of the FIM Technical Director, can check any motorcycle. The time spent for this test will be granted to the competitor. The competitor is responsible at

any time of the Rally for the technical conformity of his motorcycle.

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

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

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

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

The competitor has 30 minutes to complete this task.

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

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

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

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

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

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

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

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

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

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

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

### **80.9 FUEL**

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

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

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

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

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

### **80.10 RALLY HEADQUARTERS**

The land-based Rally Headquarters (Rally HQ) must be fully operational before the start of the first competitor until the last competitor is back at the

Bivouac, without any break.

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

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

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

### **80.10.1 Journal**

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

An electronic secured version of the journal is also allowed.

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

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

The route of the Rally is secret until the Road-Book/GPS is distributed to the competitors.

As soon as the Supplementary Regulations are published, or two months before the event, any form of route reconnaissance, whether by a rider himself or by any other person in connection with a competitor, is strictly forbidden.

Any rider or team member wishing to enter an area that may be used for a selective sector of the event must obtain written permission from the organizer, who will inform the Clerk of the Course.

### **80.11.1 Official Itinerary**

The official itinerary (Selective and Road Sections) is recorded in the GPS(s) supplied to the competitors. The validation in a chronological order of each Waypoint (WPV, WPM, WPN, WPE, WPP, WPS, WPC, DZ, FZ, CP)

localised on the road book guarantees the respect of this itinerary by the competitors. Each point will be numbered in chronological order on the road book and in the GPS.

If a competitor wishes to go back to validate a missed waypoint, he/she must not under any circumstances take the Rally Route in the opposite direction.

If the track is a single narrow lane then any return in the opposite direction of the race is forbidden under penalty of disqualification.

In case of open off-track, for safety reasons and in order not to be going against the direction of the race, the rider will have to deviate from the tracks to return to the previous waypoint, without incurring any penalty.

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

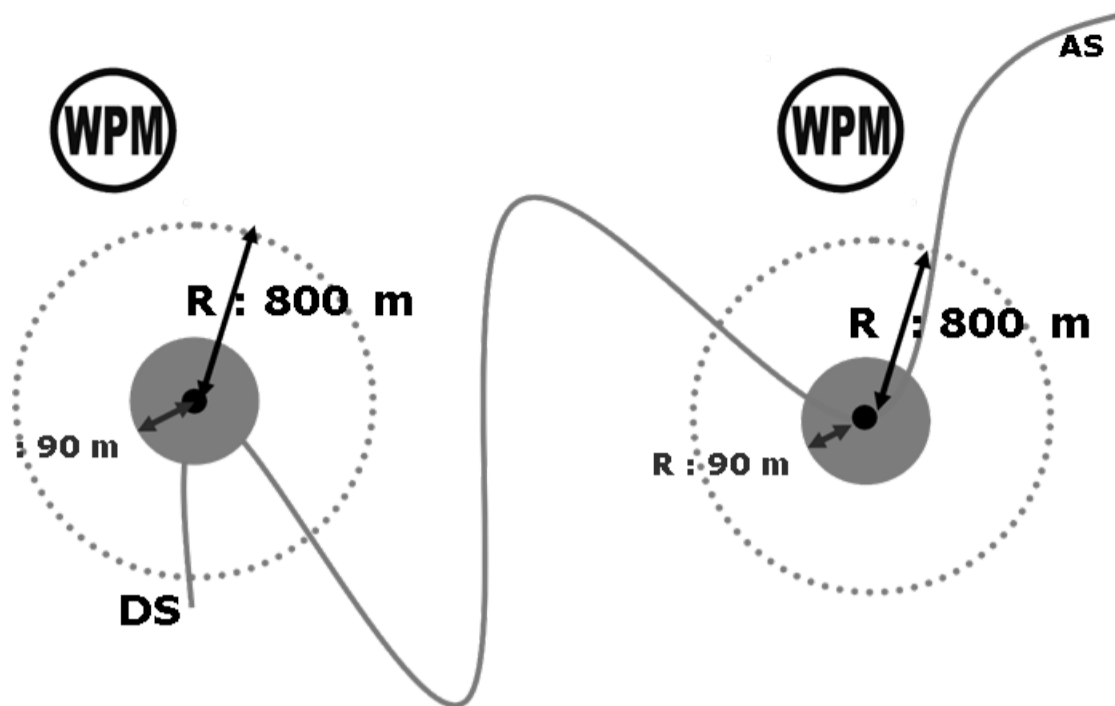
The Clerk of the Course and the Jury President must be in possession of this itinerary including all the GPS points.

### **80.11.2 Waypoints**

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

- a) **WPV (Waypoint visible):** A waypoint whose coordinates are communicated in the road book. Moving to a visible waypoint, all information is displayed on the GPS screen. To validate a WPV, a competitor must pass within 200 meters of it.
- b) **WPE (Waypoint Eclipse):** A waypoint that becomes completely visible on the GPS once the preceding waypoint has been validated or within a radius of 1000 meters if the previous waypoint was missed. To validate a WPE, a competitor must pass within 90 meters of it.
- c) **WPM (Masked Waypoint):** A waypoint whose coordinates are not revealed to competitors. The GPS directs the competitor to this point only once within 800 meters of the latter. To validate a WPM, a competitor must pass within 90 meters of it (see diagram below).





- d) **WPS (Waypoint Security):** A waypoint used to guarantee the safety of competitors, indicated in the road book and whose coordinates are not revealed to the competitors. The GPS only directs the competitor towards this point once he has arrived within a radius of 1000 meters of the latter. To validate a WPS, the competitor must pass within 30 meters of it.
- e) **WPC (Control Waypoint):** A Control waypoint is a waypoint which allows verifying the respect of the Road-Book, without any information of navigation being provided by the GPS other than the order of passage compared to the other waypoints or boxes of the Road Book and its name.

In addition, the organiser will use as many WPCs as needed to avoid any possibility of shortcuts.

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

- f) **WPP (Precise Waypoint):** A WPP is a waypoint that allows to check precisely the respect of the Roadbook follow-up on the tracks, without navigation information provided by the NAV-GPS. Its number and its order of passage in relation to other waypoints are only shown in the waypoint list of the road book.
- g) **WPN (Navigation Waypoint):** The argument for this validation radius of 200 m is to allow the competitors more freedom to validate a WPN especially in off piste or dunes. The organiser will define the exact position during his reconnaissance and doing so he will consider the ground (gravel, sand, etc) for location of the waypoint. Even when doing so, in the dunes, with many vehicles passing the waypoint the

situation may change (e.g. vehicles get stuck, the dune may change, etc.) during the rally. The organiser may use this waypoint to prevent competitors from avoiding challenging routes (e.g. dunes) or navigation difficulties. The GPS directs the competitors to this point once they have entered a radius of 800 meters from it.

In all circumstances, the table below must be respected as to the radius of opening and validation of waypoints.

The value of the waypoints indicated in the table below may be redefined in the RP or each day on the first page of the road book or in the modification note of the day.

	Waypoints	Rayon d'ouverture / Opening Radius	Rayon de validation en mètres / Validation Radius in meters	Pénalité pour WP manqué / Penalty for missed WP
Navigation WP	WPE	Prev (1000 m)	90	15 minutes
	WPN	800 m	200	60 minutes
	WPM	800 m	90	15 minutes
	WPS	1000 m	30	15 minutes
	WPC	None/aucun	300	15 minutes
	WPP	100 m	20 m	2 minutes
	PC	Prev (1000 m)	90	15 minutes
Start Finish Zone WP WP Zone Départ Arrivée	WPV	open	200	15 minutes
	DSS	Prev (1000 m)	200	Stage Penalty
	ASS	800 m	90	Stage Penalty
	DZ	(1000 m) Prev	90	15 minutes
	FZ	Prev (1000 m)	90	15 minutes
	DN	1000 m) Prev	90	Stage Penalty
	FN	Prev (1000 m)	90	Stage Penalty

Prev (1000 m): previous waypoint or within 1000 m if the previous waypoint was missed.

1000 m (Prev): Within 1000 m or previous waypoint by the shortest distance.

At each waypoint, the odometer must be recalibrated automatically.

### 80.11.3 Functioning of the GPS

Only the waypoints for the start and finish of the stages and Selective

Sections will be given.

Between two WPM's, the GPS will only show the compass heading and the speed. Once the competitors have entered the 1000 m radius around a WPM, the GPS will display all the usual functions of a GPS: COG, SOG, CTW, DTW.

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

Competitors must respect the chronological order of WPs of the stage under consideration. If this is not the case the GPS will only display the compass heading followed and speed.

Nevertheless, the competitors may force the GPS to reset on another WP by pressing the "W+" or the "W-" button.

#### **80.11.4 Road-Book**

All competitors will receive a Navigation System (GPS) containing the Road-Book, which will indicate the itinerary which has been reconnoitred and which will be "opened" and "swept". Only this route is opened and validated by the opening team. It will indicate compulsory points of passage (WPV's, WPM's, WPE's, WPS's, WPN's, WPP's, WPC's, DZ's, FZ's, CP's) which must be respected on pain of penalties.

Between two compulsory points of passage the itinerary of the Road-Book is recommended.

Concerning the electronic Road-Book, the competitor is held responsible for the proper functioning of this equipment.

In the event of a supposed failure of the device, the competitor will have half an hour after his arrival time at the end of the stage to inform the Clerk of the Course. The latter will then have to commission a specialised technician who will draw up an analysis report.

This report will be given to the competitor (or his representative) as well as to the Clerk of the Course.

In the event of proven failure of an electronic device such as the Road-Book, the Clerk of the Course has the possibility of taking sporting decisions such as the modification of race time, taken into account re-bonus of time, reclassification, cancellation of sanctions, etc.

The Clerk of the Course must notify the riders concerned and inform the FIM International Jury as soon as possible.

Any danger ! (Danger 3) must be a WPS (validation at 30 meters). The odometer will be updated automatically within 30 meters before the WPS.

Any danger 2 ( ! ) and 3 ( ! ) shall be automatically signalled to the competitors by an audible alarm generated by the Vehicle-to-Vehicle Alert System.

Only the notes given at the Driver Briefing may be carried on board the vehicle during each stage. Any other information on the Rider or the machine relating to the stage will be penalised.

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

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

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

Competitors must, in all cases, adapt their riding to the conditions of the terrain which will change frequently. The greatest attention must be paid at all times, whatever the type of route (Selective Sections, Road Sections, off track...). It will be possible to create “Slow Zones” in the Road-Book with limited speed in the portions of the selective sector comprising risks.

### **80.11.5            Unblocking of the GPS**

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

#### **1. Code “Emergency code”**

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

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

#### **2. Code “WPM”**

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

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

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

- From the 4<sup>th</sup> use: 6 hours penalty per use

### **80.11.6 Checking procedure**

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

Checks will be carried out at the end of Stages.

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

### **80.11.7 Riders Briefing**

The main briefing must be done in English, then a translation into other languages can be done. After each briefing it is compulsory for each organiser to display it on the official board. It is recommended to send to all competitors the minutes of all briefing electronically.

### **80.11.8 Opening of the route**

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

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

This vehicle must be a “Rally” type vehicle with all the necessary equipment.

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

the rally.

### **80.11.9 Openers bonus**

The "Opener Bonus" is a compensation in time allocated to the rider(s) opening a Selective Sector.

Only RallyGP, Rally2 and Quad riders are eligible for this compensation.

The compensation will be applied to the entire Selective Section with the exception of the last 50 kilometres of this Selective Section which will not be considered for this compensation.

The Organiser must indicate in his supplementary regulations the Stages on which the "Opener Bonus" will not be applied.

"Bonus WPs", invisible to competitors, are regularly placed every 10 to 30 kilometres.

The rider who validates a WP Bonus first will be compensated as follows:

- 1 second X distance covered between Bonus WP and the previous one for Marathon Rallies;
- 0.5 seconds X distance covered between the Bonus WP and the previous one for other events.

Riders validating the same Bonus WP within the following 15 seconds will be considered as openers and will benefit from the same compensation.

The distance between two Bonus WPs will be expressed in kilometres and rounded down to the nearest hundred metres (e.g. 43.250 km rounded down to 43.2 km).

The WP at the start of the selective section will serve as the first Bonus WP.

The tracking system will be used to retrieve the Bonus WP information and calculate the compensation. If the tracking system fails, the NAV-GPS system will be used.

The scratch time at the finish of the selective section will automatically be credited with the bonus in order to determine the starting order of the following day's stage.

The bonus is rounded down to the nearest whole second and indicated on the time card at the finish of the selective section.

## 80.12 ROUTE

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

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

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

The police or officials who record any infringement of the traffic regulations by a competitor must inform him of it in the same way as for other road users.

Should they decide not to stop the competitor at fault, they may ask the organisers to apply the penalties, provided that:

- a) notification of the offence reaches the organisers through the official channels and in a written note, before posting of the classification of the stage during which the offence was committed;
- b) the reports of the offence are sufficiently detailed to ensure that the identity of the competitor at fault is established without any doubt and that the places and times of the offence are perfectly correct;
- c) the complaints are not susceptible to diverse interpretations.

Any competitor who does not comply with these requirements will be subject to the penalties set out below:

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

## 80.13 STAGES

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

Furthermore, at the justified request of the organiser, the Championship Committee may authorise a specific stage format.

This information must be clearly stated in the Supplementary Regulations.

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

### **80.13.1 Marathon Stage**

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

When possible, the organisation of a Marathon Stage is highly recommended. The Marathon Stage cannot in any case include the last stage.

Only Selective Sector penalties will be applied on the evening of the first day of a Marathon Stage.

Other penalties incurred for the Marathon Stage will be applied at the end of the Marathon Stage.

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

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

For the machine of different categories:

1. Only one Marathon Stage can be performed during the duration of the Event. If the Event has duration of more than ten days, a second Marathon Stage can be organised (has to be validated by the Championship Committee).
2. The Organisation must provide an area called Work Park Marathon delimited within the Bivouac and must be securely guarded.
3. Only the Officials of the Event are allowed to attend the Work Park Marathon. The Press will not be accepted.



4. The wheels of the vehicles in Rally2, Rally3 and Quad Categories will be marked by the technical crew on the afternoon preceding the first day of the Marathon Stage. For RallyGP Category competitors, the tyres will already have been marked during the technical inspection at the start of the event. However, they will have to report to the same technical team for wheel marking. Time and places have to be specified in the SR.

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

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

For the competitors in RallyGP Category, the working time will be defined in the SR. Assistance between riders is only permitted between riders in this category.

For the competitors in Rally2, Rally3 and Quad Categories, the working time will be fixed at 60 minutes. Assistance between competitors is only permitted between riders in these categories.

For all categories, competitors may only use the tools and materials they have brought with them or those of another competitor (chain, filter, etc.) in the same category. The exchange of parts (except tyres) between competitors of the same category is allowed.

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

8. It is forbidden for a competitor who has left the Work Park Marathon to come back again.
9. Competitors will be authorised to enter the Work Park Marathon in the morning, 10 minutes before their start time.
10. On the second day of the Marathon Stage, the marking of the tires/wheels will be checked by the Technical crew at the CH Bivouac.
11. The Bivouac of the Marathon Stage must respect the FIM Environmental Code.

12. If the bike after the first stage of the Marathon Stage is not safe to restart the next day, competitor must repair the bike otherwise he will not be allowed to start for the second stage of the Marathon Stage. He will then receive a penalty of 6 hours.

## **80.14 PROLOGUE**

The organisation of a Prologue is compulsory.

The Prologue is a selective sector used to establish the starting order of the event.

All competitors must take part in it and the result will count for the classification of the event as well as any road penalties relating thereto.

This Prologue will be organised the day before Stage 1.

It will be run in the form of a Selective Section, with a minimum length of 5 km and a maximum length of 50 km. The Supplementary Regulations must specify the Max Time of this Prologue.

Strict respect with the course of the Prologue is imperative.

Any infringement will be penalised at the discretion of the FIM Jury on the proposal of the clerk of the course.

Reconnaissance of the prologue is forbidden.

The prologue course will be defined primarily by a succession of waypoints. In this case, any waypoint not validated will be penalized in accordance with the table in Art. 80.11.2.

If the prologue course is marked with arrows, banners, side embankments or any other material element, the organizer must provide enough marshals along the course to ensure that the entire course can be visually checked. In this case, any departure from the course reported to the Clerk of the Course or the FIM International Jury by the marshals will be penalized at the rate of one minute per offence.

In all cases, competitors will receive a roadbook indicating the prologue route.

Any competitor who does not start or who leaves the prologue will be penalised as follows: Max Time + Fixed penalty + Value of all waypoints not validated.

For the Prologue, times will be taken to the nearest 1/10th of a second.

The times for this Prologue will then be rounded down to the nearest second once the starting positions for the next stage have been determined.

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

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

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

It is forbidden to start a Selective Section at night.

In a Stage, the cumulative length of the Selective Sections must be between 200 and 500 kilometers. For competitors in the Rally3 category, this mileage may be reduced.

During a Stage, a Selective Section may be divided into several parts separated by one or more neutralisation and/or transfer zones.

These zones will be symbolised in the Road-Book by waypoints DN or DT (Start of Neutralisation / Start of Transfer) and FN or FT (End of Neutralisation Zone / End of Transfer Zone). These waypoints may also define the start and end of a Speed Control Zone.

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

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

The first infringement to this rule will be penalised by 15’.

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

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

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

### For Categories RallyGP, Rally2 and Quad:

Refuelling will be provided no further than 250 kilometres. During this refuelling, the race will be neutralised for at least 20 minutes.

Refuelling for Category Rally3 will be provided no later than 125 kilometres. During this refuelling, the race will be neutralised for at least 5 minutes.

### For Categories RallyGP, Rally2, Rally3 and Quad:

The refuelling zone cannot be an Assistance area.

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

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

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

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

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

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

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

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

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

- a) yellow chequered panel (start of zone)
- b) after about 100 metres, red chequered panels (arrival at speed)
- c) at a distance of about 150 to 300 metres, 2 red panels (timepiece and

STOP) and a final beige panel “zone exit” with 3 cross bars.

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

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

The arrival times are recorded on the basis of seconds.

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

### **80.15.3 Neutralisation zone**

A neutralisation is the time during which competitors are stopped by the race direction under parc fermé conditions. This time is identical for all competitors.

A selective section may be divided into several parts, separated by one or more neutralisation/transfer zones.

There will be no time control at the end of the neutralisation zone.

At the end of the neutralisation (FN) or transfer zone (FT), the competitor must stop and wait in front of the sign with the start symbol on a yellow background. From this point the competitor can enter the validation radius of the waypoint FN or FT, 60 seconds before his start time and then proceed to the start line. (START symbol).

The competitor must then stop on the start line and wait for the start signal to be given electronically by the NAV-GPS system. Control officials may be present to monitor the start procedure.

If a competitor is late leaving the neutralisation zone, he will be deemed to have started on time.

The neutralisation time will be managed by the GPS without the assistance of a marshal.

In all cases, the competitor will be solely responsible for his or her start time.

Any driver who does not respect the neutralisation time and who starts early will be given the neutralisation time as well as an additional penalty for early departure from the neutralisation zone:

- *1st offence: 1 minute*
- *2nd offence: 2 minutes*
- *3rd and subsequent infringements: 5 minutes*

This penalty will also apply to the exit of any transfer.

In addition, any rider guilty of an early start in a neutralisation zone will not be entitled to any 'opener' bonus from the neutralisation zone in question.

#### **80.15.4 Transfer Zone**

A transfer is a road section with a time limit between two portions of a Selective Section. The ideal start time for the next section of the Selective Section will be obtained by adding together the finish time and the transfer time.

The same rules apply as for the liaison section, including with regard to assistance when the transfer zone follows the same route as the assistance vehicles.

The mileage of the transfer zones for each stage must be indicated in the special regulations if it exceeds 10% of the length of the Selective Section of the stage.

The transfer time will be managed by the GPS under the same conditions as during a neutralisation (see article 80.15.3).

Here again, the competitor will be solely responsible for his start time.

#### **80.15.5 Interruption of a Selective Section**

When a Selective Section is interrupted or stopped for any reason whatsoever, each competitor affected will be allocated a time by the Clerk of the Course which he considers to be the fairest. This time will be calculated using all the means at his disposal (GPS, passage control times, tracking system, etc.).

However, no competitor responsible or co-responsible for stopping the race will be able to take advantage of this measure.

## 80.16 SPEED CONTROL ZONE

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

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

All the liaison zones will be considered as “Speed Control Zone”. The maximum speed to be observed in the liaison sector must be specified in the Supplementary Regulations.

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

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

Speed controls will be carried out by means of the GPS.

Only data from the GPS provided by the organiser will be taken into account to apply speeding penalties.

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

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

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

When speeding, a pulse signal is recorded in the GPS every 150 m or every 10 seconds. Each infringement is independent and will be penalized as follows without any multiplication coefficient linked to repetition (IMP = Impulsion)

- From 1 to 5 km/h: IMP x 10 seconds
- From 6 to 15 km/h: IMP x 1 minute
- From 16 to 40 km/h: IMP X 2'

- more than 40 km/h: IMP X 6'

Example: Zone limited to 40 km/h. A competitor passes the first two pulse signals at 70km/h then the 3rd at 52 km/h, the 4th at 43 km/h, the other ones are below the limit.

Calculation: (2 x 2') + (1 x 1') + (1 x 10 seconds).

Total of the penalties: 5 minutes et 10 seconds.

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

The FIM International Jury can give an additional penalty (from a warning to a sports penalty) if the relapse of speeding is considered intentional.

Penalty for category related speeding

Reminder:

The maximum speed is set at 160 km/h for RallyGP and Rally2. It is set at 130 km/h for Rally3 and Quads.

Conditions for applying penalties resulting from exceeding the speed related to the category:

- Penalties will only be applied from the second impulse.
- Each impulse, starting from the second, will be penalised by one minute.
- Each infraction is independent and will be penalised as above with no multiplication coefficient linked to repetition.

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

The entry of a speed control zone recorded in the GPS will be indicated on the road book by a box marked "DZ" and by a waypoint DZ as defined by the table 80.11.2 Waypoints. To validate the entry of Zone "DZ", the competitor must pass at less than 90 meters (radius around the WP "DZ").

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

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

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



## **80.16.2 Speed Control Zone**

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

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

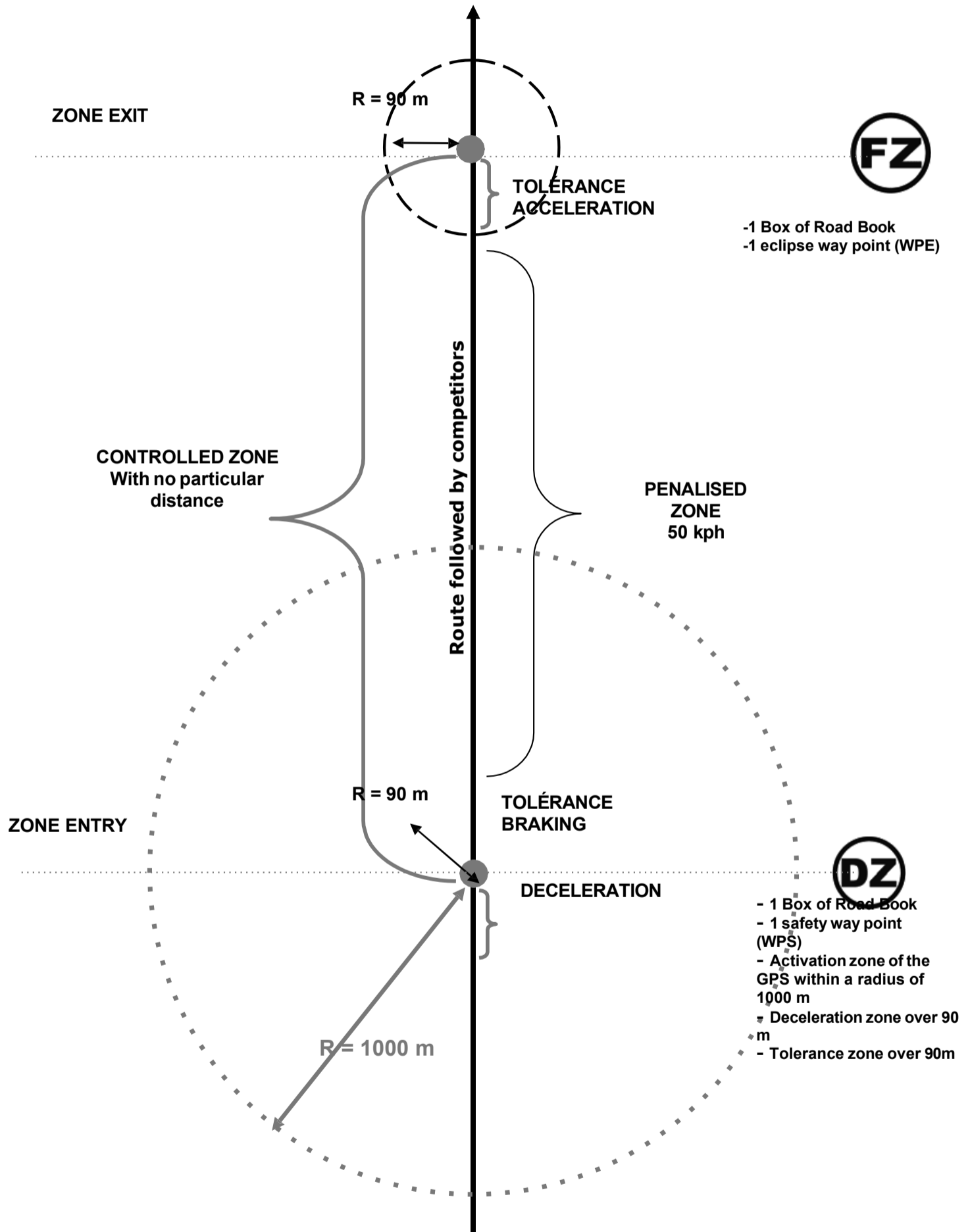
The end of the Speed control zone with a GPS will be indicated on the road book by a box marked "FZ" and by an eclipse waypoint (WPE).

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

In this zone, the competitor may accelerate again.

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

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

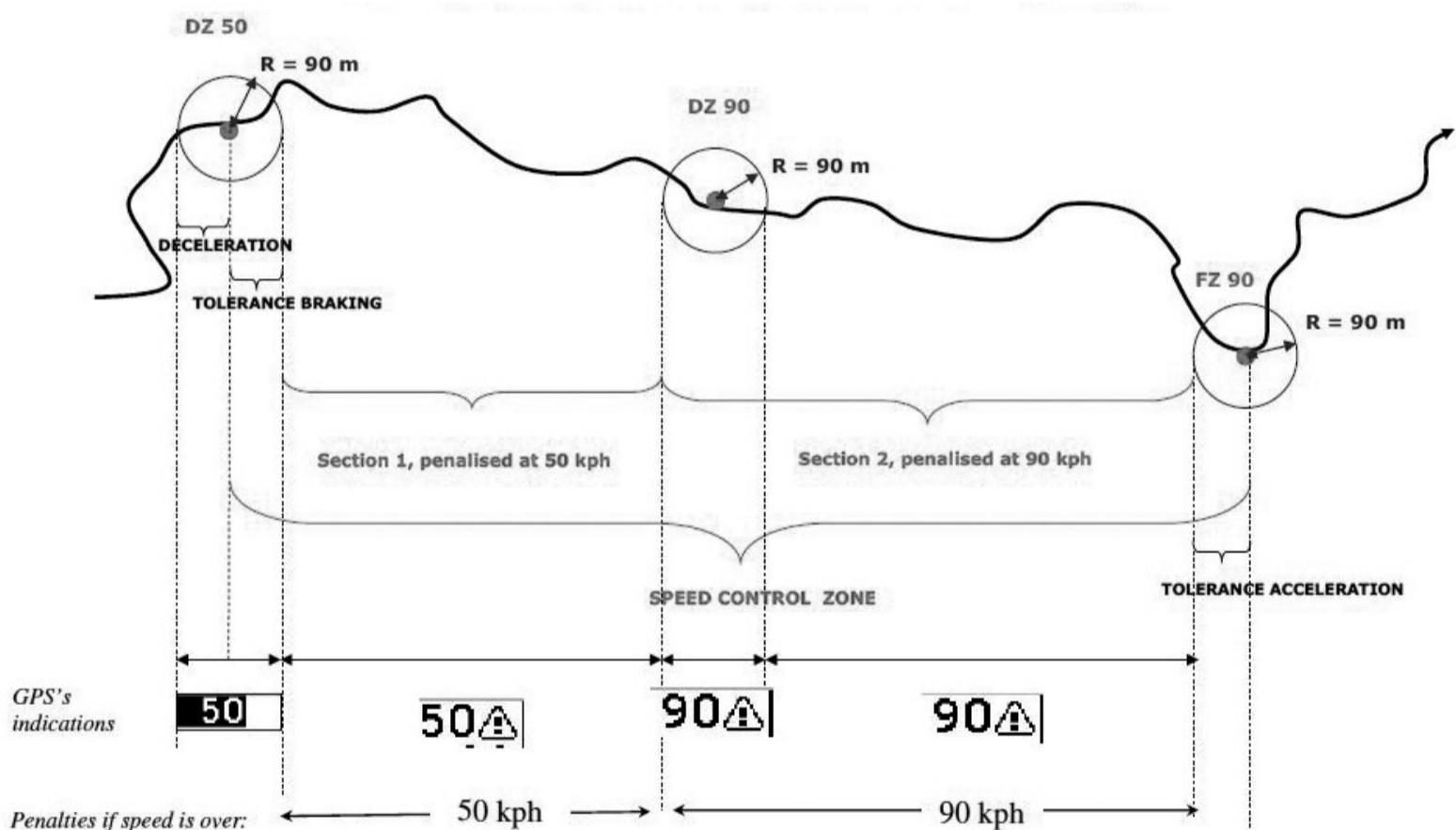


## 80 16.4 Successive Speed Control Zones with different speeds

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

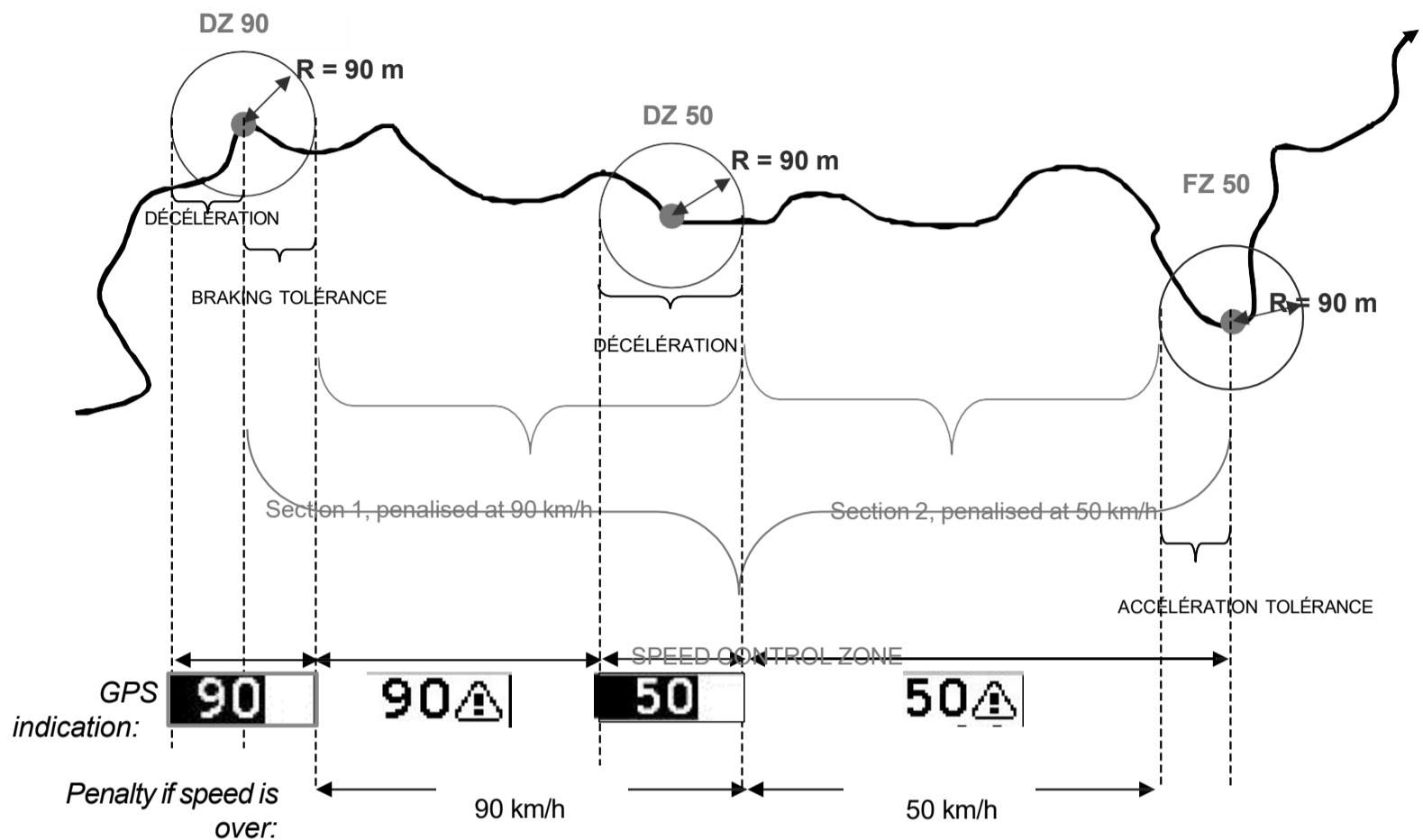
In an area made of 2 successive speed control zones, with 2 maximum speeds of different values, the waypoint in-between will warn of the modification of the speed limit.

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



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

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



### 80.17 STARTING ORDER

#### 80.17.1 General

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

The first ten competitors on the start list (see article 80.17.4) shall start one by one every three minutes.

The next ten competitors will start one by one every two minutes.

The next ten competitors will start one at a time (or two at a time), every minute or every thirty seconds.

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

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

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

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

### **80.17.2 Prologue**

The starting order for the prologue will be established as follows:

- Quads in reverse order of racing numbers;
- Rally3 in reverse order of racing numbers;
- Rally2 not classified in the current year's World Cup in reverse order of racing numbers;
- Rally2 classified in the current year's World Cup in reverse order of classification;
- RallyGP not classified in the current year's Championship in reverse order of racing numbers;
- RallyGP classified in the Championship of the current year in reverse order of classification.

For the first round of the year, the classification of the previous year's championship will be taken into consideration.

### **80.17.3 First Stage (Stage 1)**

At the end of the prologue, a list of N riders will be drawn up, including all the RallyGP riders as well as the Rally2 riders in the top ten of the general classification of the prologue.

These N riders will start in the first N places.

The first ten competitors on this list will choose their starting order for Stage 1 from the top N places.

The other riders on this list will be ranked in the reverse order of the prologue, starting from the first place of the stage start list.

Procedure for choosing the starting position:

- The first ten competitors from the list drawn up previously must be present to make their choice;
- They will be able to choose their starting position in the N first places of the starting list;
- The tenth ranked competitor on the list will choose a position in the top N places of the start list. If he chooses a place occupied by another competitor, the latter will see his position shifted (priority towards the first places on the list);
- The competitor classified ninth on the list will then choose a position in the first N places of the starting list according to the same procedure;
- The competitor classified eighth on the list will in turn choose his position and so on until the competitor who has set the best time in the Prologue.
- The first competitor not belonging to the list will be classified in position N+1 of the start list for stage 1. The other drivers will follow in the order of the Prologue classification.
- If several competitors are absent to make this choice, they will be placed in the places remaining free in the reverse order of the Prologue classification.

If the Prologue could not be disputed (case of force majeure):

The starting order for the first stage will be based on the provisional classification of the current FIM World Rally-Raid Championship, or the final classification of the Championship of the previous year for the first event of the season.

The first 10 of this classification will have to choose their starting order for the stage according to the procedure described in the previous paragraph.

#### **80.17.4 Second and subsequent Stages**

The starting order of Stage 2 and the following stages will be established in the order of the Classification of the Selective Sector, or of the accumulation of the Selective Sectors of the previous day.

This Classification will be defined on the basis of the time achieved in the Selective Sector(s) of the previous day, plus the Selective Sector penalties

(speeding, missed waypoints) obtained in the Selective Sector(s).

A single start list will be established which will mix the different categories as defined in Art. 80.7.1.

On the proposal of the Clerk of the Course and for safety or sporting reasons, the FIM International Jury may authorise a special starting order after informing the Championship Committee.

#### **80.17.5 Last Stage**

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

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

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

#### **80.17.7 Change in the start order**

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

Only the first 15 Riders in the Provisional General Classification of the category RallyGP or in the Provisional General Classification of the previous day's stage of the category RallyGP may make this request.

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

Under no circumstances may a competitor in the RallyGP category be reclassified ahead of another competitor in the same category.

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

Repositioning requests will not be accepted on the evening of the first day of a Marathon Stage.

## **80.17.8 No start or abandon in a Stage**

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

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

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

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

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

A rider who fails to validate at least 70% of the waypoints in the Selective Section (or the total number of Selective Sections) of the stage will be considered to have abandoned the stage and will therefore receive a stage penalty.

**RallyGP Category:** A competitor in this category who does not start a stage (DNS) or who retires during a stage (DNF) will be disqualified and removed from the FIM rankings and will not receive any points for the FIM World Championship. He will not be allowed to continue the event unranked.

**Rally2, Rally3, Quad Category:** For any start of a stage (or selective section) not taken (DNS) or for any abandonment during the stage (DNF), the competitors in these categories will be awarded a stage penalty.

During a FIM Rally (maximum 6 stages), to obtain FIM points, competitors cannot have more than one stage penalty.

During a Marathon Rally, to obtain FIM points, competitors cannot have more than three (3) stage penalties.

The organiser may allow these competitors in the Rally2, Rally3 and Quad categories to finish the Rally but they will appear in the FIM classification with zero points.

In any case, to appear in the final FIM classification, the competitor must start the last Selective Section, cross the finish line of the Selective Section and of the Stage and place his motorcycle in the Parc Fermé before the



closing time.

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

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

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

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

### **80.18.1 General**

The vehicles and personnel intended to provide technical assistance to competitors must pass through the administrative control and be identified. They are hereinafter referred to by assistance category.

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

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

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

### **80.18.2 Authorised Assistance**

#### **1. In a Selective Section:**

Assistance and towing are authorised even to cross the finish line, without any penalties, only by the crew of a car, bike or a truck

officially entered in the race, and still racing.

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

## 2. On the Road Section:

Assistance on the road sections is only permitted when the competitors' route and the assistance route are common, (tyre changes are not permitted for all competitors regardless of their category). Vehicles in the Assistance category must follow the route detailed in the Assistance Road Book.

## 3. At the bivouac:

The assistance is allowed:

By the crew of a car, a motorcycle or a truck officially entered in and still in the race, by the vehicles and their crew in the Assistance category.

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

## 4. At the bivouac, after the start of a Selective Section:

Once a machine has started a Selective Section, assistance at the bivouac is allowed if the return of the rider with his machine to the bivouac is not done by taking the Rally Route in the opposite direction.

If the track is a narrow single track, then any return in the opposite direction of the race is forbidden under penalty of disqualification.

In case of open off-track, for safety reasons and in order not to be on the wrong track, the rider will have to deviate from the tracks to return to the bivouac, without incurring any penalty.

## 5. **Situation of Danger and Safety**

If a competitor finds himself in a dangerous situation or if himself or

his vehicle represents a danger for others, the Clerk of the Course may authorise the organiser to intervene to put an end a situation of danger.

The purpose of this assistance can only be the safety of competitors and vehicles.

This action cannot be considered as outside help and the rider can continue his race after this intervention without incurring a penalty.

### **80.18.3 Forbidden Assistance**

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

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

### **80.18.4 Fuel / Autonomy**

#### **80.18.4.1 Autonomy**

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

For safety reasons a 10% margin is indispensable.

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

The competitor alone is responsible for refuelling.

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

A minimum 20 minutes neutralisation will be put in place each time refuelling is carried out during a Selective Section.

Competitors must bring their machines to the refuelling vehicle. Fuel will be distributed in the order of arrival at the refuelling zone.

In the refuelling zone, only the following interventions will be allowed:

- Installation of the Road-Book;
- Replacement of the cartridge(s) and verification of the correct functioning of the airbag;
- Fuel, water and food replenishment.

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

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

Where there is no service station near the bivouac, the organiser will provide fuel at the bivouac. This fuel is usually included in the entry fee (the conditions of availability will be indicated in the SR).

### **80.19 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 Road Section and the maximum times authorised for each Selective Section. Each time card will be returned to the timekeeper at the finish of each Stage and replaced by a new time card at the start of the following Selective Section. The competitor alone shall be responsible for his time card.
2. Any correction or alteration to the card which has not been approved in writing by a controller shall result in disqualification from the event.
3. Presentation of the time card at the various checks and the exactness of the entries thereon shall be the entire responsibility of the competitor. Only timekeepers shall be authorised to enter a time on the time card.

4. Competitors are obligatorily required, under threat of penalty which may result in disqualification from the event, to be checked-in on passing all the points mentioned on the time card, and in the order in which they are listed.

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

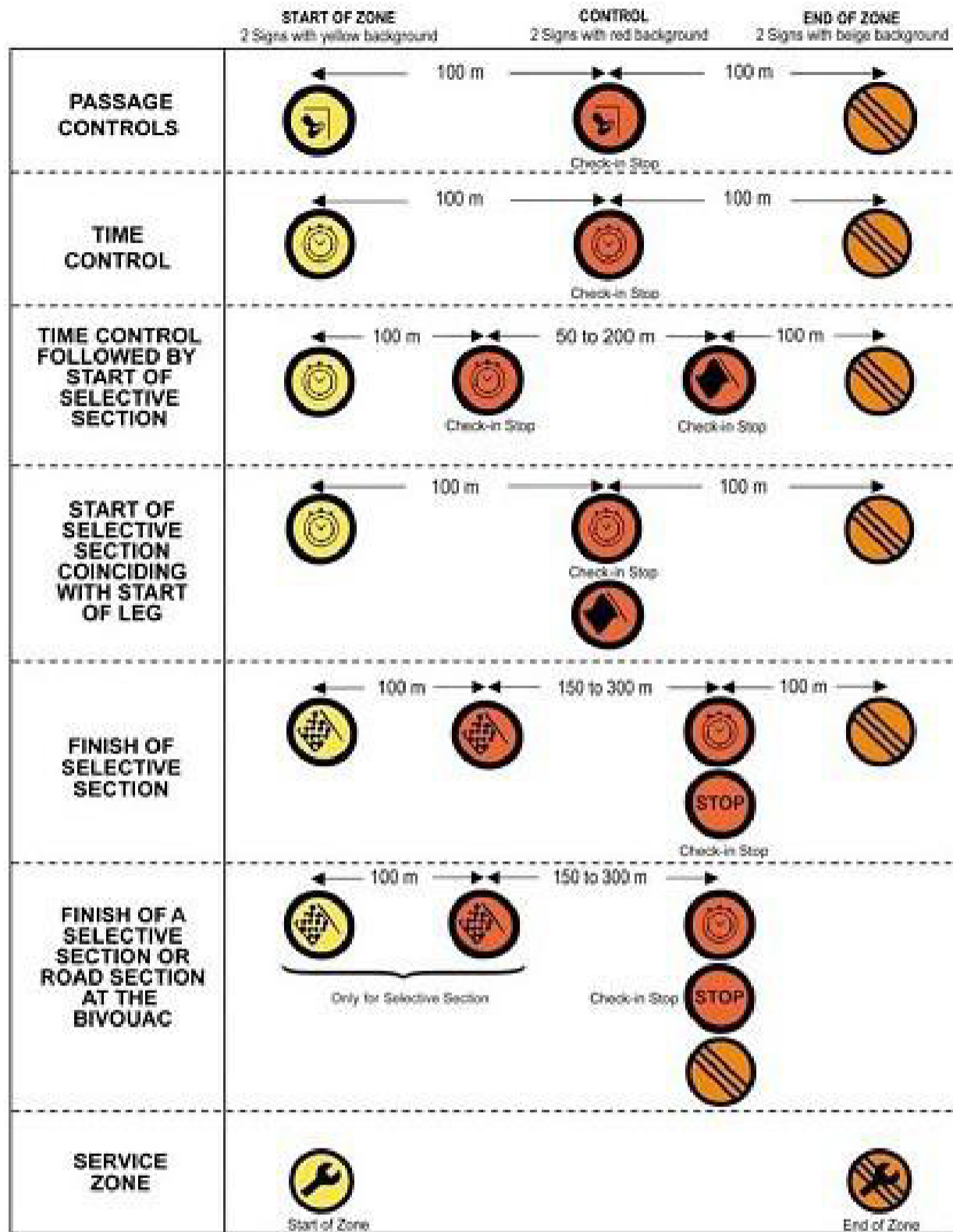
The loss of a time card results in a penalty of five minutes.

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

## **80.20 CONTROL ZONES**

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

All controls, i.e. time checks, start and finish of Selective Sections, Passage Control will be marked in the GPS with a “WPS” and will be indicated by means of standardised panels as follows:



- Unless the Clerk of the Course decides otherwise, the check posts are operational one hour before the ideal hour of the passage of the first competitor. They will cease to operate one hour after the ideal hour of the last competitor, taking into account:
  - his starting time
  - the allotted time
  - the delay from event disqualification
  - the maximum time authorised
- The entrance of the control zone is indicated by a warning panel with a yellow background. At a distance of about 100 m, the position of the control point is indicated by a panel with a red background. The end of

the control zone, approximately 100 metres further on, is indicated by a final panel with a beige background and three black cross-bars.

The panels must always be found on the right of the control zone. The width of this zone should not exceed 15 m. In the areas where different accesses are possible, it is compulsory to delimit this corridor by a double official sign.

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

## **80.21 TIME CHECKS (TC)**

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

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

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

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

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

At the time checks, the control officials on duty will indicate on the time card the time of presentation which corresponds to the precise moment when the competitor presents the time card to the controller. The card will be stamped only if the competitor, 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 competitor shall not be allowed to make any stop or adopt an abnormally slow speed.

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

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

Any non-observance of the above rules for the clocking-in procedure (in particular the entry into the control zone more than one minute before the effective clocking-in time), is subject to a written report to the Clerk of the Course by the Chief of the control point. Competitors who fail to observe the rules and procedures for scoring will receive a penalty.

1. If a timed Selective Section is followed by a Road Section, the clocking-in time shown on the time-card constitutes both the time of arrival at the end of the Selective Section and the starting time of the new Road Section.
2. When a time check is followed by the start of a Selective Section, the two points will be combined in a single control zone, for which the panels are arranged as follows:
  - a) yellow panel with chronometer (start of zone)



- b) after approximately 100 m, red panel with chronometer (time check-point)
- c) at a distance of approximately 50 to 200 metres, red panel with flag (start of Selective Section)
- d) finally, approximately 100 metres further on, final beige panel with three black cross-bars

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

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

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

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

#### **80.21.1 Maximum Time Allowed**

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

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

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

##### **2. Selective Section**

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

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

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

#### **80.22 PASSAGE CONTROL (CP)**

For each stage, compulsory passage points, easily located and identifiable on the maps provided by the organisation, will be mentioned in the road

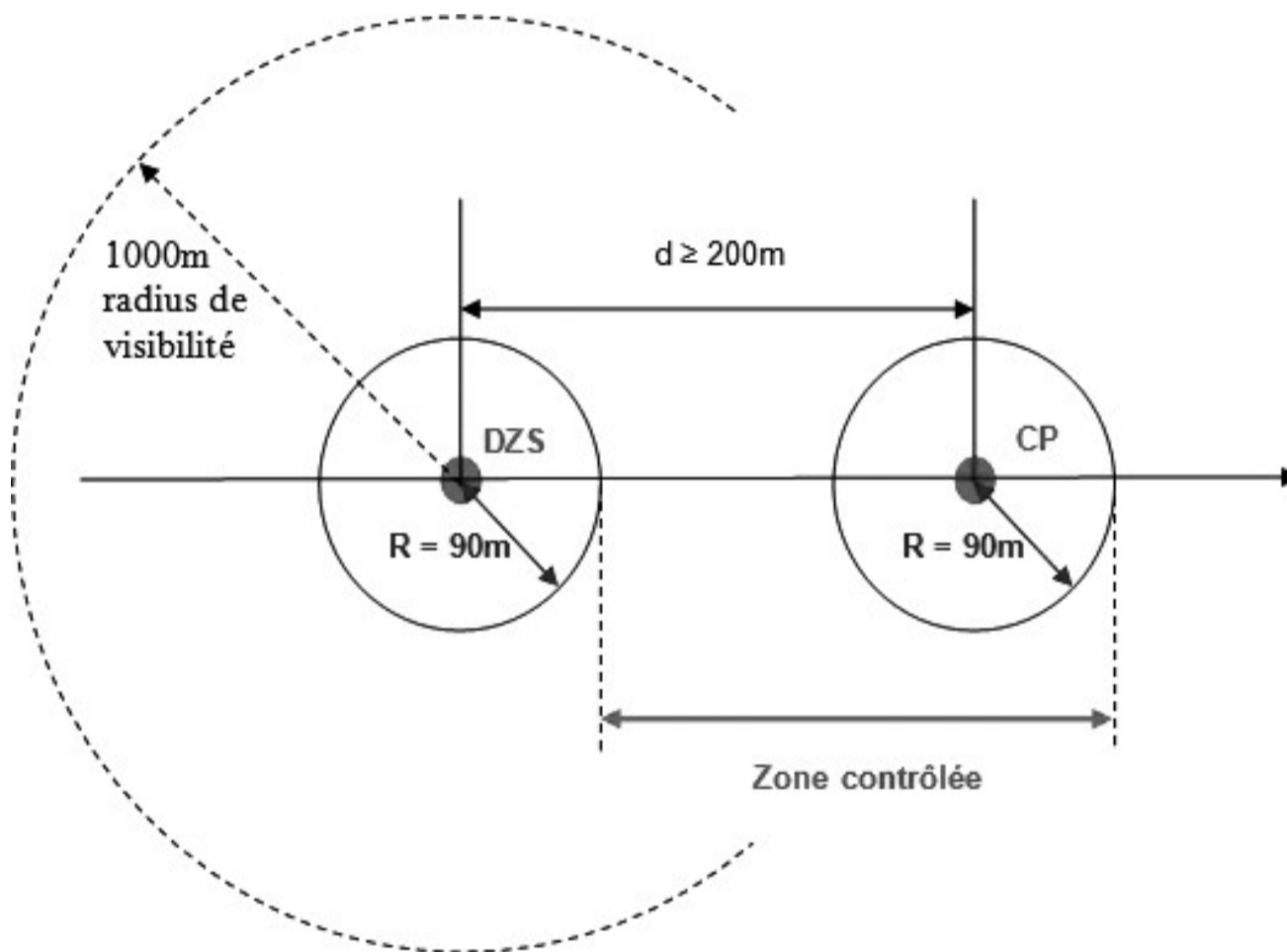
book and precise drawings will be represented by the CP sign.

See Art. 80.20 for the signalling of controls.

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

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

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



In the case of a virtual passage control (CPV), after validation of the waypoint, the vehicle must make a complete stop (detected by the NAV-GPS) at the red control sign before continuing, without any entry on the passage sheet. Failure to stop will be penalised by a missed CP.

### 80.22.1 Closing time of Passage Control

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

- the distance run since the start of the section concerned,
- the average time of the section considered (Selective or Road)

imposed by the maximum time allowed, the individual time of the last competitor increased by 60 minutes.

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

### **80.22.2 Closing of the Passage Control**

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

### **80.22.3 Penalties for missing CPs**

The penalties are the following:

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

Missing a perforation or stamp at a CP: 5'

## **80.23 REGROUPING**

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

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

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

For safety reasons (sand storms or other causes), regroupings with time checks will take place in order to affect the end of the course of the stage in convoy. During this convoy, all the competitors must do the whole of the course or diversion. In this case, the competitors must have covered at least 25% of the initially planned length of the selective sector for it to be validated.

## **80.24 FIXED PENALTIES (FP) / STAGE PENALTIES (SP)**

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

A Stage Penalty (SP) is assigned to prevent the disqualification of a competitor (in particular in Article 80.17.9 and Article 80.18.2).

## **80.25 PARC FERME**

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

### **80.25.1 Principle**

The motorcycles will be under “Parc Fermé” orders:

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

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

### **80.25.2 Access**

Access to any Parc Fermé is forbidden to everyone except the FIM International Jury members, certain officials designated by the Clerk of the Course, and competitors who wish to park or take out their motorcycles.

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

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

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

### **80.25.3 Rules**

In the Parc Fermé, it is forbidden for a competitor, under penalty of

disqualification (or other penalties given as provided for in the FIM Disciplinary Code) from the event:

- to refuel
- to make any repairs
- to touch the motorcycle of any other competitor.

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

These repairs must be fully completed before the starting time.

## **80.26 BIVOUAC**

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

The Rally HQ will be operational after the closing of the Time Control for the finish of the stage.

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

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

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

## **80.27 MEDICAL EQUIPMENT**

1. The presence of at least one helicopter equipped with a stretcher and resuscitation equipment for a Selective Section of up to 350 kilometres, and two helicopters for two close Selective Sections when they exceed 350 kilometres combined, equipped with evacuation equipment and used solely for medical assistance is compulsory. In this helicopter, the

presence of the doctor for resuscitation is required. This helicopter will be in addition to ground equipment (medical car with doctors). It must be in permanent contact with the Clerk of the Course and the Rally HQ.

2. A medical car with one doctor and one paramedic experienced in driving an all-terrain vehicle and in permanent radio contact with the Clerk of the Course and the Rally HQ must be provided for Selective Sections at the following points:
  - start of a stage
  - start of a Selective Section
  - every 100 kilometres
  - finish of the Selective Section, and at the bivouac.

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

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

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

### **80.27.1 First-aid medical kit**

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

- A water disinfectant for 40 litres (hydrochlorazone or micropure)
- Eye lotion (Boroclarine, Piroftal or equivalent)
- An antalgic (Aspirine, analgesic or equivalent)
- Two anti-diarrhoeic (Immodium, Ercéfuryl, Bimixin or equivalent)
- Antibiotic (Oracilline, Totapen or equivalent)
- Unguent, disinfecting compresses, two bandages, plasters, 5 safety pins
- One skin disinfectant (Betadine or equivalent)
- One sun screen for skin and lips
- Vitamin C tablets
- Salt tablets (Enervit or Nergisport sodium or similar)
- A soothing cream (Biafine)

### **80.28 SURVIVAL EQUIPMENT**

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

- A soft water tank of minimum 3 litres carried by the competitor, of a “Camelbak” type. At each Refuelling, competitors must fill up their Camelbak with water.
- One survival supply of rations
- One aluminium survival blanket (about 2 m x 1 m) serving as an isothermal covering and an earth to sun signal
- A klaxon of the Vehicle to Vehicle Alarm system (example Sentinel)
- A Tracking System
- A GPS

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

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 30 or 60 minutes (according to the interval between bikes and cars) to conform to the rules; beyond this delay the start will be refused.

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

## **80.29 SAFETY EQUIPMENT**

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

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

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

The rider's responsibility is to ensure that all electronic devices are working properly before the start. A competitor who has a technical problem with his device/instrument (GPS, Tracking System, Vehicle to Vehicle Alarm System (Sentinel), Trip meter (odometer)) can fix it with the help of the technician present. He must absolutely do it before his start time.

The Organiser will add 15 minutes to the time of the liaison in order to allow the intervention of the technician. In any case, the starting order of the

first 15 will not be changed.

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

### GPS

Device allowing the control of the respect of the official route and the Speed control zones.

The GPS is provided by the organiser and its use is compulsory.

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

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

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

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

A rider who has 'lost' his tablet through his own fault will be given a time for the part of the stage affected by this loss, which the Clerk of the Course considers to be fair (see article 80.15.5).

In addition, as the loss of the electronic tablet no longer allows the necessary checks to be carried out at the end of the stage, he will receive a fixed penalty of 30 (thirty) minutes.



## Tracking System

This Tracking System is provided by the organiser and its use is mandatory.

A complete tracking and safety system, which includes all transmission methods known (phone, SMS, Data) type “Iritrack” is compulsory for each competitor.

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

## Vehicle to Vehicle Alarm System (Sentinel)

This Alarm System is provided by the organiser and its use is mandatory.

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

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

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

## Trip meter (odometer)

The Trip meter is compulsory on each motorcycle and competitors are free to install the model of their choice.

This total distance meter based solely on a wheel rotation measurement shall not have any connection or function that makes it possible for its information to be linked to or used by another device.

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

## 80.29.2 Optional Safety Equipment

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

## 80.29.3 Forbidden equipment

Only digital screens provided by the organisation (GPS, TRIP, Road Book etc.) will be allowed to be fitted on motorcycles. No other digital screens can be installed without the previous authorisation of the FIM Technical Director or the Chief Technical Steward.

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

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

**During the race, mobile phones cannot be used.**

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

### Satellite links:

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

### Data:

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

## 80.30 ENVIRONMENT

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

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

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

The organisers must protect the ground in the refuelling zone.

## **80.31 TIMEKEEPING**

### **Timekeeping instruments**

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

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

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

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

Competitors must accept the timekeeping system proposed by the organiser.

## **80.32 RETIREMENT - DISQUALIFICATION**

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

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

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

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

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

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

International Jury.

## **80.33 CLOSURE OF TRACK**

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

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

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

Competitors who abandon their machine before the passage of the sweeper truck do so entirely at their own responsibility. In the event of damage or theft, the organiser, the promoter and the FIM decline all responsibility.

## **80.34 CLASSIFICATION**

### **80.34.1 General**

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

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

Every day, the clerk of the course, with the assistance of the timekeeper, shall publish the day's penalty list.

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

In the event of an accident, Clerk of the Course may award time back to a competitor who has stopped to help another injured competitor. Clerk of the Course must have the technical possibility to calculate the time loss. Only the first two riders stopped at an accident will be able to benefit from this bonus.

In the event of a dead heat, the competitor who accomplished the best time for the last Selective Section will be proclaimed winner. If this is not

sufficient to determine the winner, the times of the previous Selective Sections shall be taken into consideration. Except for the stages where no Selective Section has been run, dead heats will be determined according to the order of starting numbers. This rule may be applied at any time during the rally.

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

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

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

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

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

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

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

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

### **80.34.3 Format of the daily results**

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

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

**Overall General Classification:**

One for each of the following categories: RallyGP, Rally2, Rally3 and Quad

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

At each FIM World Rally-Raid Championship event, points are awarded, according to the scale hereunder, to all competitors and manufacturers classified in the World Championship Motorbike category as well as to only the competitors and teams of each of the FIM World Rally-Raid Cups and FIM Veteran Trophy.

RallyGP Category: FIM RallyGP World

Championship Rally2 Category: FIM Rally2 World

Cup

FIM Rally2 Women Trophy

FIM Rally2 Junior Trophy

FIM Rally2 Veteran Trophy

Rally3 Category: FIM Rally3 World Cup  
FIM Rally3 Junior Trophy

Quad Category: FIM Quad World Cup There

is no awarded points for scratch ranking.

Position	Rally	Marathon Rally coefficient of 1,5
1	25	38
2	20	30
3	16	24
4	13	20
5	11	17
6	10	15
7	9	14
8	8	12
9	7	11
10	6	9
11	5	8
12	4	6
13	3	5
14	2	3
15 and followings	1	2

#### Coefficients:

- A FIM Rally will have a coefficient of 1.

- A FIM Marathon Rally will have a coefficient of 1,5. The score will be multiplied by 1.5 and then rounded up.

#### Awarding of reduced points

In the event that one of the events counting towards the World Championship cannot be run in its entirety, points will be awarded on the basis of the final classification:

- Full points if 50% or more of the length of the Selective Sections as specified in the Supplementary Regulations of the event have been completed;
- Half of the points if less than 50% of the minimum length of the Selective Sections provided for in the Supplementary Regulations of the event have been completed.

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

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

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

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

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

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

This schedule will be calculated taking into account:

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

It must absolutely be respected.

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

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

### **80.34.7 Posting**

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

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

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

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

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

Overall General Classification:

One for each of the following categories: RallyGP, Rally2, Rally3 and Quad

The same goes for the following FIM Trophies:

- Women's Trophy for Rally2 competitors
- Junior Trophy for competitors in the Rally2 category
- Junior Trophy for Rally3 competitors
- Veteran Trophy for Rally2 competitors

### **80.34.8 Championships' results**

Classification:

Category RallyGP: The final classification of the FIM World Rally-Raid Championship will be established on all events on the World Championship calendar.

For the Rally3 category, the final ranking of the FIM World Rally-Raid Cup will be established on the basis of all the events eligible for this category.

Other Categories: For the other FIM Awards, the final classification will be established on the basis of the four best results obtained in the events



listed on the calendar.

According to the above, at the end of the FIM World Rally-Raid Championship, the competitor who has obtained the most points in the category World Championship will be awarded the title of FIM Rally-Raid World Champion.

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

For the FIM Rally2 World Cup 'teams', the team must present at least two Rally2 riders on the list of competitors authorised to start. The Rally2 riders concerned must be registered with the same FIM Team licence. In each event, the points of the two best competitors of the Rally2 teams will be added together. The team with the most points will be awarded the FIM Rally2 World Cup for Teams title.

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

### Disqualification

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

### Tie

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

## **80.35 PROTESTS - APPEALS**

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

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If the protest calls for the dismantling and refitting of various parts of a

motorcycle, the complainant shall pay an additional security deposit.

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

### **80.36 PRIZE-GIVING CEREMONY**

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

The first three placed competitors of each category must receive a trophy provided by the organiser.

The Team Manager of the winning competitor of the RallyGP category must take part in the Prize-Giving Ceremony and must also receive a trophy.

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

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

The promoter and the organisers of the final round of the FIM World Rally-Raid Championship shall arrange a ceremony to reward the first three placed competitors in the overall Championship, for each category, following the protocol of the FIM.

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

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

The competitor who wins the title of winner of the FIM World Rally-Raid Championship, must be present at the FIM Prize-Giving Ceremony organised each year. If he does not attend the Ceremony, he will be

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subject to a minimum fine of CHF 10'000.- and of CHF 100'000.- maximum.

## TERMINOLOGY AND DEFINITIONS

Allotted time	Each Road Section must be run in the allotted time which must be respected by all competitors. Any passing of this allotted time will result in a penalty by the minute.
Bivouac	Zone situated between the Time Controls at the finish of one stage and the start of the next, where all competitors regroup; this zone is located in the road book. In the bivouac, servicing is free between the competitors still in the race and with machines and/or people registered in the Assistance category.
Briefing	The briefing must be held jointly by the Clerk of the Course and the organiser or his Delegate. The participation of the competitors is compulsory. The text of the briefing concerning security must also be published on the official board.
Bulletin	<p>Official bulletin forming an integral part of the Supplementary Regulations of the event and intended to modify them, give more details or supplement them. The Bulletins are numbered, dated and signed:</p> <ul style="list-style-type: none"> <li>- by the organiser, up to the day of the controls and notified by the FMNR</li> <li>- by the FIM International Jury throughout the running of the event</li> </ul> <p>Competitors must acknowledge receipt by signing, except in case of a material impossibility during the running of the event.</p>
CP (Passage Control)	Check Point. A zone where the time card must be stamped or perforated by the marshals and which is a WPS.
COG (Cap Over Ground)	Information given by the GPS, indicating the heading followed by a moving vehicle.
CTW (Cap to Waypoint)	Information given by the GPS, indicating the heading to follow up to the next Waypoint.
Disqualification	Penalty decided by the FIM International Jury following an important infringement to the FIM regulations.
DTW (Distance to Waypoint)	Information given by the GPS, indicating the distance up to the next Waypoint.

Duration of an Event	The Event starts with the administrative control or technical inspection and ends upon the expiry of one of the following time limits, whichever is the later: <ul style="list-style-type: none"> <li>- time limit for protests or appeals</li> <li>- end of the administrative checking and post-event technical control carried out in accordance with the Code</li> <li>- end of the prize-giving.</li> </ul>
DZ	The entrance of the speed control zone and, when possible, marked by a precise reference marker and a waypoint (WPS). In case of discrepancy between the two, the waypoint will be binding.
Estimated time	Time estimated by the Organiser to cover a Selective Section.
Liaison Penalty (PL)	Time penalty to be added to the other penalties in precise cases mentioned in the SRs et/or in 80.21.1
Fixed penalty (FP)	A time penalty to be added to penalties already incurred by competitors in precise cases and specified in the Supplementary Regulations.
FMN	National Motorcycling Federation.
FMNR	Organising National Motorcycling Federation.
FZ	The end of a speed control zone, marked by a WPE.
General Classification	General Classification of all categories together.
GPS	A “Global Positioning System” is a system using satellites to localise precisely longitude, latitude and altitude at any point on earth.
IJ	FIM International Jury.
Journal	Information book with irremovable numbered pages, with the precise time and date of the annotations.
Marathon stage	A stage with limited assistance at the camp site at the end of the day.
Maximum time allowed	Time given for each Road Section and maximum time given for each Selective Section, which, if passed, will result in the application of a fixed penalty.
Neutralisation	Time during which the competitors are stopped by the Clerk of the Course (Parc Fermé conditions). This time is the same for all competitors.

Official itinerary	This is represented by the passage through each waypoint featured in the road book (WPV, WPM, WPE, DZ, FZ, CP) to be followed compulsorily on pain of penalties.
Parc Fermé	Zone in which no preparation or interventions are possible, with the exception of cases expressly mentioned in the Supplementary Regulations of the event.
Prologue	The organisation of a prologue is mandatory. Only one may be organised, which will determine the starting order for the next prologue. It shall count for the classification of the event as well as any road penalties relating thereto. These penalties will be taken into account for the general classification of that stage and applied the same day.
Pulse signal (IMP)	Following the permanent functioning of the GPS, a pulse signal is recorded in the GPS approximately every 150 m (or every 10 seconds) and the speed is displayed on the speed page of the GPS "SPD".
Rally HQ	Rally headquarter. Score point of the Rally, coordinating and managing the race.
Real time	The time actually used for the course of a Selective Section.
Regrouping	Stop provided by the Clerk of the Course in order to allow the regrouping of competitors still in the event and reduce the intervals (Parc Fermé condition). The stopping time may be different depending on the competitors.
Road-Book	Each competitor shall receive a Road-Book in the form of a paper roll, size A5, comprising a maximum of 5 horizontal lines of distances, drawings and information, containing characteristic notes and the compulsory waypoints, which they must observe on pain of penalties.
Road Section	Part of the route, to be done in the allotted time, between two successive time checks.
Route	This is defined by the official Road-Book of the event, confirmed by the driver of the opening vehicle.
Selective Section (SS)	True speed test in real time. Starts of Selective Sections are preceded by or twinned with a Time Check for the starts, and followed by a Time Check after the finish.
SI (Speed Infringement)	Any speed exceeding the maximum speed allowed in a Speed Control Zone.

SOG (Speed Over Ground)	Information given by the GPS, indicating the speed of a moving vehicle.
Stage Penalty	A time penalty to be added to penalties already incurred by competitors in precise cases and specified in article 80.17.9. the value of the Stage Penalty (SP) is specified in the Supplementary Regulations.
Stage	Each part of the Rally separated by a camp site.
TC / ATC	Time Control / Arrival Time Control.
Time card	Card intended for affixing the markings of the various TC/CP carried out over the itinerary.
Transfer Area	Road Section with an allotted time between two sections of a Selective Section. The ideal start time for the next section of the Selective Section will be obtained by adding the arrival time and the transfer time. The same rules as for the Road Sections apply, including in terms of the Distant Service Zone when the Transfer Area follows the same route as the service vehicles.
WPE (Eclipse Waypoint)	A compulsory passage point memorised in the GPS and indicated in the road book, the coordinates of which are not revealed to the competitors. A point towards which the GPS directs the competitor once the waypoint preceding this WPE has been validated, whatever the distance between the waypoint and the WPE. It works in the same way between several successive WPEs.
WPM (Masked Waypoint)	A compulsory passage point memorised in the GPS and indicated in the road book, the coordinates of which are not revealed to the competitors. The GPS directs the competitor towards this point only once he has come within a 800 m radius of it.
WPN (Waypoint Navigation)	The argument for this validation radius of 200 m is to allow the competitors more freedom to validate a WPN especially in off piste or dunes. The organiser will define the exact position during his reconnaissance and doing so he will consider the ground (gravel, sand, etc) for location of the waypoint. Even when doing so, in the dunes, with many vehicles passing the waypoint the situation may change (e.g. vehicles get stuck, the dune may change, etc.) during the rally. The organiser may use this waypoint to prevent competitors from avoiding challenging routes (e.g. dunes) or navigation difficulties. The GPS directs the competitors towards this point only once they have come within the

	opening radius of it.
WPS (Safety Waypoint)	<p>A compulsory passage point, where the coordinates are given to the competitors by the Road-Book and memorised in the GPS. The waypoint will validate at <b>30</b> meters. Towards a WPS, all available information is displayed on the screen of the GPS.</p> <p>WPS can be used for security reasons or to prevent cuts and must be used in all control zones defined in article 80.20 and in any danger ! (Danger 3).</p>
WP	<p>Waypoint (GPS point). A GPS point is a geographical point defined by coordinates of longitude and latitude. There are several types of GPS points: WPV, WPM, WPE, WPS. Each waypoint noted on the Road-Book is a compulsory passage point.</p>
WPV (Visible Waypoint)	<p>A point the coordinates of which are given to the competitors by the Road-Book and memorised in the "GPS". Towards a visible way point, all available information is displayed on the screen of the "GPS".</p>
WPP (Precise Waypoint)	<p>A WPP is a waypoint that allows to check precisely the respect of the Road-Book follow-up on the tracks, without navigation information provided by the NAV-GPS. Its number and its order of passage in relation to other waypoints are only shown in the waypoint list of the Road-Book.</p>
WPC (Waypoint Control)	<p>WPC (Control Waypoint). A WPC is a Waypoint that allows the respect of the Road-Book to be checked, without any navigation information being supplied by the GPS other than, the order of passage in relation to other Waypoints or boxes in the Road-Book, as well as it's name.</p>



## SANCTIONS AND PENALTIES GIVEN BY THE RACE DIRECTOR

Below are the main non-exhaustive sanctions and penalties that may be imposed by the Clerk of the Course.

Summary table of penalties	Art. N°	Penalties
Licence non-valid	80.6	Start refused
Anti-sporting, unfair, incorrect or fraudulent behaviour	80.6	Decisions of the FIM International Jury
Unregistered motorcycle	80.7	Start refused
Engine change	80.7.2	1 <sup>st</sup> change: 15 minutes 2 <sup>nd</sup> change: 45 minutes 3 <sup>rd</sup> change and following: 120 minutes
Change of tyre during the stage for safety reasons	80.7.4	1 hour
Absence or incorrect affixing of a number plate	80.7.5	Time penalty defined in the RP
Absence or incorrect affixing of at least two plates or the bib	80.7.5	Departure refused
Installation of a non-compliant on-board camera	80.7.7	1 <sup>st</sup> offence: warning 2 <sup>nd</sup> offence: 5 minutes
Absence or falsification of an identification mark	80.8.2.1	Up to disqualification
Failure to respect the noise level limit during the event	80.8.3	1 <sup>st</sup> offence: 15 minutes 2 <sup>nd</sup> offence: 1 hour 3 <sup>rd</sup> offence: disqualification
Refusal to present his machine to a technical control	80.8.4	Up to disqualification
Non-validation of a WP given by the organiser	80.11.2	Time penalty (see WP table)
Addition of prohibited notes on the road-book	80.11.4	1 <sup>st</sup> offence: 3 hours 2 <sup>nd</sup> offence: disqualification
Using the unlock code "5555 Emergency"	80.11.5	6 hours
Use of code "WPM"	80.11.5	From first to third use: 3 hours per use From the fourth use: 6 hours

Refusal to sign the notification of the penalty	80.11.6	10 minutes
Non-compliance with the traffic rules of the countries crossed	80.12	1 <sup>st</sup> offence: 30 minutes 2 <sup>nd</sup> offence: 1 hour 3 <sup>rd</sup> offence: up to disqualification
Insufficient rest time between two Stages and unfavourable judgement of the doctor	80.13	Departure refused
Non-compliance with the itinerary in the sensitive areas of the Selective Sections and in the Prologue	80.15	1 <sup>st</sup> offence: 15 minutes Subsequent offences: Up to disqualification
Intentionally preventing a motorcycle from overtaking	80.15	Up to disqualification
Traffic in the opposite direction in a Selective Section	80.15	Up to disqualification
Parking more than 30 seconds after the starting signal	80.15.1	2 minutes
Early departure	80.15.1	1 minute
Non-presentation of the motorcycle with the engine running	80.15.1	1 minute per minute late
Refusal to leave at the assigned time and rank	80.15.1	Up to disqualification
Voluntary stop in the finish area of a Selective Section	80.15.2	Disqualification
Not respecting the time of neutralisation	80.15.3	1 <sup>st</sup> offence: 1 minute 2 <sup>nd</sup> offence: 2 minutes 3 <sup>rd</sup> offence and following: 5 minutes
Exceeding the authorised speed	80.16	In accordance with Article 80.16
Recidivism in intentional speeding offences	80.16	From a warning to a sporting penalty
Category-related speeding	80.16	Same as above but only from the second pulse
Delay on the theoretical time at the start of a Stage	80.17.1	Up to 30 minutes (or 60 minutes): 1 minute for each minute of delay
Tyre change during the Marathon stage	80.17.7	6 hours
Exceeding the allocated work time in the Marathon work park	80.17.7	1 hour
Repair of the machine during the Marathon stage	80.17.7	6 hours

Start not taken or abandonment in a Selective Section/Stage	80.17.9	In accordance with article 80.17.9
Assistance by an assistance vehicle in the Selective Section	80.18.2	In accordance with article 80.18.2 - paragraph 1
Return to the bivouac in the opposite direction to the race on a single, narrow track	80.18.2	Disqualification
Prohibited support	80.18.3	Up to disqualification
Flying start	80.18.4.2	1 minute
Correction/modification of the Time Card	80.19	Disqualification
Loss of Time Card	80.19	5 minutes
Passage to a control without the motorcycle	80.19	Disqualification
Non-compliance with the instructions of the Head of Post	80.20	Up to disqualification
Failure to respect the entry, exit and direction of traffic in the area	80.20	1 <sup>st</sup> offence: 10 minutes 2 <sup>nd</sup> offence: 1 hour 3 <sup>rd</sup> offense: 3 hours
Delay or advance to a CH after a Road Section (except Stage finish, no penalty for advance)	80.21	1 minute by minute
Exceeding the Maximum Authorised Time in a Selective Section	80.21.1	Maximum Time Allowed plus Fixed Penalty of the day
Absence of visa at a CP	80.22.3	5 minutes
Violation of the Parc Fermé rules	80.25.1	Disqualification
Absence of part or all of the survival equipment	80.28	Beyond 30 minutes (or 1 hour) to comply, departure will be refused
Non-operation, due to the competitor, of the vehicle-to-vehicle alarm system	80.29.1	1 hour
Usage of the mobile phone during the Stage	80.29.3	Disqualification
No declaration of abandonment	80.32	Fine of €500 to €3,000
Refusal to cross out race numbers after retirement/ disqualification	80.32	Fine of €500 plus possible sanction pronounced by the FIM International Jury

# Symbols for the Road-Book

TRACKS		CONTROL		SYMBOLS		SYMBOLS		CAPS	
	TARMAC ROAD		START SELECTIVE SECTION		FENCE		PETROL STATION & TYPE OF FUEL	<b>180</b>	EXIT CAP
	TRACK PISTE		ARRIVAL SELECTIVE SECTION		BARBED WIRE		MONUMENT	<b>180<sub>A</sub></b>	AVERAGE CAP
	OFF TRACK (HP)		CHECK POINT		RAIL ROAD		ANIMALS INDIVIDUAL	<b>180<sub>C</sub></b>	CAP CALCULATED (Only HP)
	LOW VISIBLE TRACK/TRACES		START / FINISH NEUTRALISATION		HOLE		ANIMALS	<b>OBLIC</b>	CAP THAT TURNS
<b>P</b>	TRACK PISTE		START NEUTRALISATION WITH SPEED LIMIT		COLLAPSE, DITCH, RAVINE ETC...		CAIRN	<b>ABBREVIATIONS</b>	
<b>PP</b>	PRINCIPAL TRACK/PISTE		START / FINISH NEUTRALISATION TRANSFER		RUTS		ROCKS	<b>VG</b>	VEGETATION
<b>RO</b>	ROAD		START TRANSFER WITH SPEED LIMIT		TWISTY /SINUOUS		MOUNTAIN	<b>L/R</b>	LEFT AND RIGHT
<b>P//</b>	PARALLEL TRACK/PISTE	<b>T:25</b>	NEUTRALISATION / TRANSFER TIME MAX. ALLOWED		BUMPY BROKEN		TREE	<b>R/L</b>	RIGHT AND LEFT
<b>HP</b>	OFF TRACK SIGHT DRIVING!		WAITING FOR RESTART		BUMPY		PALM TREE	<b>onL</b>	ON LEFT
	OFF TRACK FORBIDDEN		STOP FOR RESTART		LATERAL INCLINATION		CAMEL GRASS	<b>onR</b>	ON RIGHT
<b>FPP</b>	FOLLOW PRINCIPAL TRACK/PISTE		FUEL ZONE CATEG. AUTHORIZED TO REFUEL		POST		VEGETATION	<b>kpL</b>	KEEP TO THE LEFT
<b>FRO</b>	FOLLOW ROAD		TIME CONTROL		ELECTRIC POLE		SLOPE	<b>kpR</b>	KEEP TO THE RIGHT
<b>SA</b>	SANDY		ASSISTANCE SERVICE		ELECTRIC LINE		SMALL WADI	<b>kpS</b>	KEEP STRAIGHT
<b>GV</b>	GRAVEL		TYRE MARKING ZONE		HIGH VOLTAGE TOWER		LARGE WADI	<b>-√</b>	LESS VISIBLE
<b>SAFETY</b>			END ZONE		ANTENNA		SANDY WADI	<b>+√</b>	MORE/LESS VISIBLE
	DANGER LEVEL 1	<b>ON TRACK</b>			WELL		RIVER (WATER)	<b>EMP</b>	STONY
	DANGER LEVEL 2		BUMP		TANKS		LAKE /PUDDLE	<b>/</b>	DURING
	DANGER LEVEL 3		DIP HOLE		BARRELS		PLAIN /CHOTT	<b>IN</b>	IN /INTO
	GLOBAL DANGER IN THE NOTE		COMPRESSION		CONCRETE ELEMENTS		TOWARDS /DIRECTION	<b>ET</b>	AND / NEXT
	START SPEED LIMIT		DITCH		TIRES		ROAD WORKS	<b>A</b>	AT
	FINISH SPEED LIMIT		SUMMIT		SIGN POSTS		RESET /RECAL TRIP	<b>CX</b>	STONE
	STOP		ABOVE BRIDGE		RESTRICTED /PROTECTED AREA		DISTANCE	<b>E3</b>	NARROW
	CAUTION		UNDER BRIDGE		BUILDINGS HOUSES	<b>350m</b>		<b>Q<sup>T</sup></b>	QUIT / LEAVE
<b>25.25</b>	RED LINE UNDER KM= DANGER 2 IN THE NOTE		STEP UP		CHURCH /MOSQUE	<b>DUNES / SAND</b>		<b>TJS</b>	ALWAYS
<b>WAYPOINTS</b>			STEP DOWN		RUINE /ABANDONED		SANDY PLAIN	<b>NBX</b>	MANY
	HIDEN WP		UP HILL DOWN HILL		FORT /CASTLE		BIG BOWL "CUVETTE"	<b>IMP</b>	IMPERATIVE
	CONTROL WP		CUT DANGER		CEMETERY		SAND SPIT	<b>EFF</b>	COLLAPSED
	SECURITY WP		RIGHT or LEFT OVER CREST		VILLAGE		DUNE	<b>ORN</b>	RUTS
	NAVIGATION WP		FENCE GATE		BIVOUAC		DUNE BROKEN	<b>BAD</b>	BAD
	PRECISE WP		FENCE WITH CATTLE GATE		TUNNEL		DUNES	<b>RP</b>	REJOIN
	VISIBLE WP		WALL GATE		PIPELINE	<b>DN</b>	DUNE	<b>BTW</b>	BETWEEN
	ECLIPSED WP		WADING /WATER CROSS		WALL	<b>DNX</b>	MANY DUNES		MODIFICATION FROM OPENING CAR
	WAYPOINT NUMBER		CONCRETE PASS		NATIVE/LOCAL CAMP	<b>DNT</b>	SMALL DUNE "DUNETTE"	<b>NEW NOTE</b>	NEW NOTE FROM OPENING CAR
						<b>L1 L2 L3</b>	DUNES DIFFICULTY LEVEL	<b>BIG</b>	WRITTEN AS TEXT (ENGLISH)
								<b>SMALL</b>	FOLLOW

## Appendix 1: Timecard (Exemple)


<b>Rallye du Maroc</b>	<b>Etape n° 1</b>		<b>125</b>
	Du CH - Départ d'étape		
	Au CH - Bivouac		
		Heure théorique	Heure réelle
CH 0 - Départ d'étape		<b>08 h 22</b>	<input type="text"/>
Liaison 1 : 120 km	Temps imparti :	<b>1 h 45</b>	
CH 1 - Fin de Liaison 1		<input style="border: 1px dashed black;" type="text"/>	<input type="text"/>
		<input type="text" value="+ 5 minutes"/>	
SS 1	DEPART SS 1	<input type="text"/>	<input type="text"/>
235,4 km		<input style="border: 1px dashed black;" type="text"/>	
Temps max 06 h 15		<input type="text"/>	
Pénalité Forfaitaire 02 h 00	ARRIVEE SS 1	<input type="text"/>	
Liaison 2 : 45 km	Temps imparti :	<b>0 h 50</b>	
CH 2 - Bivouac		<input style="border: 1px dashed black;" type="text"/>	<input type="text"/>
Remarques:			

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

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

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

## Appendix 2: Supplementary Regulation (SR)

	Organiser's logo	
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# 2024 FIM WORLD RALLY-RAID CHAMPIONSHIP

## SUPPLEMENTARY REGULATIONS FOR MOTORCYCLES, QUADS AND ASSISTANCE VEHICLES

## 1. PUBLICATION

**Name of the event:**

**Dates of the event:**

\_\_\_\_\_ is organising the round of the 2024 FIM Rally-Raid World Championship on behalf of the \_\_\_\_\_ Federation.

### 1.1 Jurisdiction

The event will take place in accordance with:

- FIM World Rally-Raid Championship Regulations and its annexes
- FIM Rally-Raid Technical Regulations
- FIM Sporting Code
- FIM Disciplinary Code
- FIM Medical Code
- FIM Environmental Code
- FIM Ethical Code

as the present Supplementary Regulations and any rules and regulations adopted by the FIM International Jury.

The present Supplementary Regulations may not be in contradiction with the FIM Rules and Codes, including but not limited to the Sporting and Technical Rules applicable to the discipline.

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

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

In the case of a divergence or conflict between these Regulations and any of the applicable FIM Rules and Codes, the latter shall prevail.

In case of divergence or conflict of interpretation between the English and French versions, the English text shall prevail.

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

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

time practicable.

## 2. ACCESS

Nearest airport and city: \_\_\_\_\_

## 3. ORGANISING COMMITTEE

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

## 4. ADDRESS OF THE PERMANENT SECRETARIAT

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

## 5. LIST OF OFFICIALS

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

The list of officials and judges of fact (names + licence numbers) of the



Organiser will be posted on the official notice board and communicated to all competitors and members of the Jury.

## 6. EVENT PROGRAMME

6.1 Date of registration opening

6.2 Date of registration closing

6.3 Date of publication of entry lists

6.4 Opening of the Press room and accreditation centre

Place:

Time:

6.5 Administrative control and collection of equipment and documents

Place:

Time:

6.6 Preliminary Technical Inspection

Place:

Time:

6.7 Press Conference before the Start

Place:

Time:

6.8 1<sup>st</sup> meeting of the FIM International Jury

Place:

Time:

6.9 Publication of the Start list of the Prologue

Place:

Time:

6.10 Competitors' Briefing

Place:

Time:

6.11 Compulsory Safety Systems

Briefing Place:

Time:

6.12 Prologue

Place:

Time:

Max Speed authorised:

Max Time:

6.13 Schedule of Stages and Competitors' Briefings

Day	Date	Action	Time	Place

## Finish of the Rally

Place:

Time:

### 6.14 Final Parc Fermé

Place:

Opening time:

### 6.15 Final Technical Inspection

Place:

Time:

### 6.16 Final meeting of the FIM International Jury

Place:

Time:

### 6.17 Publication of the Provisional Final Classification

Place:

Time:

### 6.18 Publication of the Official Final Classification

Place:

Time:

### 6.19 Prize Giving

Ceremony Place:

Time:

### 6.20 Official Notice Board

From \_\_\_\_\_ to \_\_\_\_\_ Rally

PC From \_\_\_\_\_ to \_\_\_\_\_

Bivouac From \_\_\_\_\_ to \_\_\_\_\_ Rally

PC

## 7. COMPETITORS

### 7.1 ENTRIES

- Entries (Article 80.4):
- The maximum number of motorcycles that can be entered is [number]
- The Competitor enters the \_\_\_\_\_ [name of the Rally] in full awareness of the risks that he/she may take by participating in this event. He/she agrees to indemnify, protect and hold harmless the Organisers, the FMNR and the FIM and anyone acting on their behalf or under their authority, including but not limited to their representatives, employees, agents, officials and volunteers, from and against any and all liability, penal and/or civil, loss, expense or claims of whatsoever nature, including but not limited to third party claims, relating to injury to persons, including death, or loss or destruction of or damage to property arising in connection with his/her participation in the \_\_\_\_\_ [name of the Rally].

### 7.2 ENTRY FORMS

### 7.3 ENTRY FEES

### 7.4 ASSISTANCE ENTRY FEES

### 7.5 TRANSPORT

## 7.6 PAYMENT

## 7.7 ENTRY REFUSAL – WITHDRAWAL – NO SHOW

## 7.8 CANCELLATION OR RESCHEDULING OF THE EVENT

# 8. PARTICULAR CONDITIONS OF VISITED COUNTRIES

- Nature of fuel (Article 80.9):

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

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

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

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

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

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

# 9. CATEGORIES AND CLASSES

- 9.1 The FIM categories are the following:

### FIM World Championship:

- FIM Rally-Raid World Championship -RallyGP category for competitors and constructors.

### FIM Cross-Country World Cups:

- Category Rally2 - Moto-Rally for competitors and teams
- Category Rally3 - Moto-Enduro
- Category

### Quad FIM

### Trophies:

- Women's Trophy for competitors in the Rally2 Category
- Junior Trophy for Rally2 competitors
- Junior Trophy for Rally3 competitors

- Veteran Trophy for Rally2 competitors

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

## 10. IDENTIFICATION

## 11. ADVERTISING

## 12. STARTING ORDER

12.1 Minimum interval between the last motorcycle and the first car:

12.2 Starting order of the Prologue:

## 13. ROAD-BOOK AND NAVIGATION

13.1 Specific assistance zones in the SS

## 14. FUEL / AUTONOMY

14.1 Autonomy

Rally3 Category: In the SS, the organiser shall organise a refuelling station every \_\_\_\_\_ maximum.

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

14.2 Fuel

## 15. TRAFFIC

## 16. MARATHON STAGE

Duration and working condition in the Work Park Marathon. Art. 80.13.1 – paragraph 7.

## 17. INSURANCE

17.1 Third party liability

17.2 Repatriation for medical reasons

17.3 Personal accident insurance

## 18. ADMINISTRATIVE OBLIGATIONS

18.1 EACH COMPETITOR

18.2 EACH MOTORCYCLE

## 19. CLASSIFICATIONS

19.1 LIST OF PRIZES – CUPS

19.2 CEREMONY

## 20. COMPULSORY EQUIPMENT RENTAL

20.1 GPS

20.2 Vehicle to vehicle alarm system (sentinel system type)

20.3 Tracking system

## 21. BONIFICATION OPENER

Stage (s) number (s) where Bonification is applicable \_\_\_\_\_

## 22. PENALTIES

Standard Penalty (PF):

Each PF will represent a penalty of \_\_\_\_\_hours.

Stage Penalty (SP):

Each Stage Penalty (SP) will represent a penalty of \_\_\_\_\_hours.

## 23. SAFETY PLAN

23.1 AERIAL MEANS

23.2 LAND-BASED MEANS

23.3 COMPOSITION OF THE MEDICAL STAFF

## 24. EXEMPTION FROM FIM REGULATIONS (approved by the FIM)