



BikeVillage



**Cross-Country Rally
World Championship
27th May – 01st June 2009**

SUPPLEMENTARY REGULATION

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ART. 1 - DEFINITION

1.1 ORGANIZATION

Bike Village organizes, under the patronage of the FEDERAZIONE MOTOCICLISTICA ITALIANA, the SARDEGNA RALLY RACE, from 27th May till 1st June 2009.

The SARDEGNA RALLY RACE is enrolled in the F.I.M. Calendar as stage of the F.I.M. Cross Country World Championship.

- FMI authorisation n°0103/2009

- FIM authorisation n° 403/02

1.2 HONOUR COMMITTEE

Dott. Paolo Sesti

Dott. Gianni Marongiu

Dott. Mauro Pittorra

Dott. Mario Marchesi

1.3 RACE OFFICER committee

GianRenzo Bazzi Technical Direction, Organisation Responsible

Antonello Chiara Technical Direction, Organisation Responsible

Valter Pinna Track responsible

1.4 RACE OFFICER LIST

President of Jury:	Alan King	UK	FIM Lic. 2744
Clerk of the course:	Maria-Giulia Padovani	Italy	FIM Lic. 4455
Sporting steward:	Antonio Assirelli	Italy	FIM Lic.058859
Sporting steward:	Gabriella Bagnaresi	Italy	FIM Lic. 2048
FIM Technical Delegate:	GianFranco Ferretti.	Italy	FIM Lic. 3525
Fim environmental steward:	Costanza Paralovo	Italy	FIM Lic. 4364
Chief Medical Officer:	Gian Franco Bosco	Italy	FIM Lic.
Responsible of the relationships with the pilots:	Edouard Boulanger	Italy	FIM Lic. 4448

1.5 EVENT PROGRAM

- 27th May 2009: administrative, technical and sport scrutenings in San Teodoro and Super Speciale
- 28th May 2009: start of the 1st stage San Teodoro - Arbatax
- 29th May 2009: start of the 2nd stage Arbatax - Arborea
- 30th May 2009: start of the 3rd stage Arborea - Arborea
- 31st May 2009: start of the 4th stage Arborea - Tempio
- 01st June 2009: start of the 5th stage Tempio - San Teodoro
- 01st June 2009: arrival in San Teodoro – billboarding of the results – prize giving

ART. 2 – REGULATION

The SARDEGNA RALLY RACE will happen in conformity to the F.I.M. (International Motorcycle Federation) regulations, to the Sporting Code, to the annexes 080 of the Cross Country Rallies World Championship and 081 of the Cross Country Rallies and to this Supplementary Regulation and its annexes, to which competitors are agree to respect , because also the inscription involves this total acceptance.

All cases not foreseen in this Regulation will be object of memo (in Italian, English and French), dated and numbered, and given to competitors.

For any claims, the competent part is the Arbitral Sport Court of Geneva (CH).

ART. 3 – TERMINOLOGY

Memo or additif: official bulletin doing integral part of the Supplementary Regulation of the Race and intended to modify, specify or complete it. The memos will be numbered, dated and signed:

- from the Organizer, till the verifications day and endorsed by F.M.I.
- from the Jury, during all the Rally period.

The pilots must signed as looking over, excepted if it is impossible during the Rally.

TC: timing check.

CP: check points.

Time Card : schedule intended to collect the marks of the different check points foreseen on the route.

Stage: each part of the Rally separate with a bivouac stop.

F.M.N.: National Motorcycle Federation.

Liaison: Part of the route included between two subsequent checks time.

Special Stage: it consists in stretches observed and controlled (**the complete closing to the traffic is not warranted**) by track stewards, where it is controlled the time of run by a CO of entrance coincident with the ISS (start of Selective Section) and the FSS (end of Selective Section).

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

Route : precise distance, described in details on the road book, delivered to all competitors, that must be compulsory followed against penalties till the exclusion of the race.

Parc Ferme: Area where it is not allowed to do any kind of mechanic intervention, except for the cases expressly foreseen by the Supplementary Regulation of the Race.

Fixed penalty: Penalty in time, that is add to the penalties already given to the pilot are listed in the Supplementary Regulation.

Regrouping: Stop foreseen by the Organisation in order to let, from a side, the return to the ideal hour and, at the same time, the grouping of the pilots that are still on the way. The stop time can be different following the number of pilots.

Allowed time: Each linking sector must be done in a fixed time, that the pilots must respect. Any delay or advance (except for the arrival C.O) will imply a penalty of 1 minute for each minute (of delay or advance).

Maximum time allowed: Time higher then the fixed time referred to each section of transfer and to each selective section that, in case of overcoming, implies the application of the lump-sum penalty. In that moment the check is defined closed for the pilot.

Real time: Time really spent to cover the track of a selective section.

Disqualification: Sanction of exclusion decided by the International Jury following to an important infraction, foreseen or not by the Sport Code.

ART. 4 – ALLOWED VEHICLES

4.1 GENERAL CONDITIONS OF ADMISSION

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

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

Description of the categories and classes to be found in the FIM Technical Rules for Enduro.

4.2 EXHAUST SYSTEM AND SILENCER

- 1) Even where the specific prescriptions for a category authorise the replacement of the original silencer or complete exhaust system, motorcycles participating on an event run on public roads must always be fitted with an exhaust silencer that conforms to the regulations of the countries crossed during the race.
- 2) The position and geometric form of the system must conform to the FIM's technical prescriptions for the discipline. In addition, hot tubes must be efficiently protected so as to not to cause burns.
- 3) Exhaust systems must not be of a temporary nature. Exhaust gases must exit at the extremity of the system. Parts of the frame may not be used to carry exhaust gases.
- 4) Any irregularity will lead to the start being refused up to the conformity application.
- 5) The non-respect of the maximum sound limit (see Art.79.11 of the Enduro Tech. Rules) will be penalised according to the rules.

4.3 LIGHTS AND ACCESSORY EQUIPMENTS

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

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

All the riders must therefore have spare parts.

ART. 5 - PILOTS

5.1 PILOTS ADMISSION CONDITIONS

- Each person of any nationality that is more of 18 years old, that holds a Fim Cross Country Rally W.C. Licence, valid for 2009 (art. 70.2.1 Sporting Code), given by his National Federation and that holds a driving licence fit for the cubature of his motorbike, is admitted on invitation and considered as pilot.
It will not be accepted any copy or loss/theft declaration of any documents, because they don't assure the possession of a fit driving licence for the cubature of the owned motorbike.
- The maximum number of accepted motorbikes is 200.
- Any pilot that let someone replace him on his motorbike during the race, will be excluded, as the vehicle.
- **The pilot engaged to the SARDEGNA RALLY RACE 2009 knows all the risks that his participation can include. For this reason the competitor releases the Organiser and the FIM from any penal and civil responsibility in case of corporal or material damage during his participation to the SARDEGNA RALLY RACE 2009.**

ART. 6 – RESPONSIBLES OF THE RELATIONSHIP WITH THE PILOTS

The persons in charge for the relations with the pilots are:

- Antonio Assirelli
- Antonello Chiara
- Edouard Boulanger

ART. 7 – ENTRIES

7.1 DEMANDS

After being accepted by the Organiser Committee, the entry demands will be selected on the basis of their arrival date to the secretariat and they will be considered valid only if sent with the payment receipt and the requested documents and data. All the competitors must demand to their National Federation the authorisation to participate.

7.2 RALLY ENTRY FEES

The entry fees, per person, are as follows:

* by the 15 th March 2009	€	1.800,00
* by the 15 th April 2009	€	2.000,00
* by the 10 th May 2009	€	2.400,00

The entry forms must be sent to :

BIKE VILLAGE SRL

Via Mantegna 1/3 - 20030 Senago (MI) - Italy

Or by e-mail: info@bikevillage.it

In case of refusal of the optional advertising of the Organisation (the one of the panels 1,2 and 3 of the official plan is compulsory), the above-mentioned costs will be increased of the 50%.

The entry fees include :

- sport inscription and Organisation fees
- 5 nights in hotel HB, starting from the dinner of the 27th May till the breakfast of the 1st June
- prizes giving ceremony
- Organiser's RC insurance

The entry fees don't include :

- assistance vehicle transport
- beverages and extras of any type to the hotels
- Live Tracking GPS/GSM Sportraxx system
- All the things not mentioned at the point "Include"

7.3 GUARANTIE DEPOSIT

A deposit of € 500,00 must be compulsory given for each motorbike, with a cheque to BIKE VILLAGE SRL, before the 16/05/2009.

This deposit will represent the guarantee of respect of the rules about the search and the safety.

The cheque will not be cashed and it will be given back by the end of June 2009 to the concurrent that will have respected the obligations listed into the art. 26.2 and 26.3 (abandon, deposit).

7.4 ASSISTANCE ENTRY FEES

The entry fees, per person, are as follows:

○ By the 15 th March 2009	€	800,00
○ By the 10 th May 2009	€	1.100,00
○		

The entry fees per vehicle are as follows:

○ By the 10 th may 2009 fixed price	€	700,00
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The identification bracelet given by the Organisation will allow the assistants to :

- use the entry fees rights,
- have 5 nights in Hotel HB, starting from the dinner of 27th May till the breakfast of 1st June
- work on the vehicles of the rally into the suitable areas.

The entry fees don't include:

- The return transport of the vehicle
- Beverages and extra of any type
- **All the things not mentioned at the point "Include"**

7.5 TRANSPORTS

The "rally" plate given by the Organisation, included into the above mentioned prices, will allow:

- to work on the rally vehicles into the signalized assistance zones
- to cross military zone normally forbidden to the traffic and exceptionally open to the rally vehicles during the period of its execution.

7.6 BANK TRANSFERS

The concurrent must be done the payments by cheque or by wire transfer to:

BIKE VILLAGE ASD

BANCO DI SARDEGNA AG. SAN TEODORO

IBAN : IT40K0101585420000070151840 SWIFT CODE: SARDIT3SXXX

To benefit of a reduced entry fee the name of participants must be definitive. Any change of name (by and not after the 10th May 2009) will imply the payment of the fee in force at the moment of the change, in addition to the penalty of 300,00 Euro.

The full payment of the entry fee must compulsory be receipt by the midnight of the 10th May 2009.

7.7 ENTRY REFUSAL – RENOUNCE - FORFAIT

In case of renounce of the engagement, in order to avoid any possible claim, the communication must be done by registered letter with receipt advice, addressed to BIKE VILLAGE SRL Via Mantegna 1/3 - 20030 Senago (MI)

The entry fee will be refund with a penalty of the 30% by the 15th March 2009, of the 50% by the 15th April 2009.

After this date, the engagement will be kept in totality.

The total amount for the entry fee will be refund to the concurrent of whose the Organisation Committee has refused the engagement.

The concurrent that will not be admitted to the start because the not conformity of their vehicle or their documents to the technical and administrative verifications, can't pretend any reimbursement of the transferred amounts.

7.8 CANCELLATION OR POSTPONEMENT OF THE RACE

If the start of the race can't be done, for any reason, as the non obtaining or the withdrawal of the authorisations by the Federations, of the passage authorisations on the territory, political perturbations into the crossed village, that make impossible the unrolling of the Rally, impediment of economical type that make impossible the technical and sport organisation of the race, unsolvable problems for the shipping and for the movement of the materials and the concurrent, etc., BIKE VILLAGE will be in debt towards the participants only for the amounts of the entry fees.

In the case of postponement of the Rally departure, BIKE VILLAGE must advice immediately each participant about the new date of the race.

If the concurrent shall not participate to the race owing to this new dates, they will have a maximum of eight (8) days to ask by recommended letter, the money back. But in any case they could ask for an penalty.

ART. 8 – IDENTIFICATION – MARKINGS

In all categories and classes :

The frames will be marked at the technical checks and will be identifiable at any time with the race number of the competitor. All the welded parts around the engine, which support the steering and the rear suspension mechanism, are considered as parts of the frame.

Only the markings made by the Technical Stewards at the checks will be effective. Any motorcycle which will not have the frame marked or which will have a marking without its race number during the trial, will be excluded from the race.

Also the engine fitted on the vehicle as well as the possible spare engine and other parts will be marked, depending on categories.

The absence or falsification of an identifying marking (sealing, paint or lead), will lead to the exclusion of the competitor from the race.

However, heavier penalties could be inflicted by the F.I.M. (Code Disciplinaire et d'Arbitrage).

During the checks the competitors will receive a pectoral, stickers with their race number as well as the publicity of the Organization and an identification bracelet in order to be admitted to the meals and the prize-giving.

The competitors' identification will be methodically made by the Organization at each bivouac.

Any participant must show his identification bracelet when requested by the Organization. Any non-observance verified by an Official will result in a penalty of € 250,00. The bracelet must be kept until the prize-giving.

The Competitor's Relation Officer, who will stay on the PC Course, will keep some spare plates, stickers, pectorals and bracelets during the whole Rally, and the competitors should request them in case of loss or deterioration.

ART. 9 – STARTING ORDER

Based on the art. 081.5.3 of Annexe 081 of the Cross Country Rallies, the contest numbers will be assigned in the following way:

- 1 Open Number from 1 to 99: white bottom and black numbers
- 2 450cc from the n. 100 to the 199: yellow bottom and black numbers
- 3 Quads from number 200 to 299: red bottom and white numbers

- the attribution for the numbers of the contest for the Open class, from 1 to 10 will be based on classifies of the 2008 FIM World Championship of the Open class, assigning n. 1 to the pilot with the better points number. In case of parity, the choice of the number will be at the discretion of the organization.

From the n°11, numbers will be assigned based on the order of arrival of the registrations to the secretary office of BIKE VILLAGE

–The attribution for the numbers of the contest for the 450 class from 100 to 110 will be based classifies of 2008 FIM World Championship, assigning the n. 100 to the pilot with the better points number, and therefore until the pilot with the 10° the better score. In case of parity, the choice of the number will be at the discretion of the organization.

From the n°111, numbers will be assigned based on the order of arrival of the registrations to the secretary office of Bike Village.

–The attribution for the numbers of the contest for the QUAD class from 200 to 210 will be based classifies of 2008 FIM World Championship, assigning the n. 200 to the pilot with the better points number, and therefore until the pilot with the 10° the better score. In case of parity, the choice of the number will be at the discretion of the organization.

From the n°211, numbers will be assigned based on the order of arrival of the registrations to the secretary office of Bike Village.

STARTING ORDER OF THE SUPER SPECIAL :

The Start of the Super Special will be done by class : the Open class will be the first to start, followed by the 450 class and the Quad Class to close. There will be a delay between each class of 5 minutes.

The first ten pilots of each class (Open, 450 and Quads) will leave every two minutes, the followers will leave every minute or 30 seconds.

START ORDER OF THE FOLLOWING STAGES (from 1st to last stage):

- Pilots will leave following the order of absolute classify of the day before. Every delay of presentation to the start of a stage will be penalized in reason of a minute for every minute of delay. Beyond the 30 minutes of delay, regarding the ideal start hour the pilot will have a fixed penalty of 1 hour. Beyond 1 hour of delay regarding the ideal start hour the pilot will be out of the race.
- In all the stages the first quad will take the way after the last classified bike, the interval between the last bike and the first quad will be of 10 minutes.
- The pilot must pass the starting line with started engine, and ignited lights. In contrary case the time table will not be given to the pilot, who will have maximum extra-time of 30 minutes in order to put on or to repair its lights, therefore to pass the starting line.

ART. 10 – ROAD BOOK

The road book has been conceived in order to indicate the road to follow and the main dangers.

Any reconnaissance of the track is forbidden, on pain of exclusion of the race.

The road book, descriptions and descriptive maps of the first leg will be given to the competitors during the administrative checks. Then the road book of the following legs will be delivered daily, from 5.00 p.m. to 7.00 p.m., at the secretary's desk. The competitors who will arrive later at the bivouac have to go to the secretary's desk.

10.1 ROAD BOOK CHECKING

A road opener will check the road book notes and possibly will complete them with some other notes of danger or direction. However, they must not give more detailed notes, curve after curve, hole after hole.

The information given by the road opener team will be communicated to competitors during the briefings and by billposting.

10.2 OFFICIAL ITINERARY

The official itinerary of the Rally is described in the road book given to the competitors and must be completely followed, on pain of a penalty which may lead as far as to the exclusion of the race.

The track consists of pathways, unsurfaced and surfaced roads.

When crossing cultivated grounds, forests and environment or safety sensitive areas, the itinerary described in the road book will have to be strictly respected. It's absolutely forbidden to "cut" corners through fields, forests, orchards and swamps.

ART. 11 – TRAFFIC

11.1 GENERAL RULES

During the race the pilots must strictly observe the Italian Road Rules. Pilots who don't follow the rules, above all speed limits, will be inflicted the following penalties:

- 1st infringement: 30'
- 2nd infringement: 1 hour
- 3rd infringement: exclusion from the race

11.2 CROSSING OF BUILT-UP AREAS (Competitors and assistance vehicles)

– Competitors

Along inhabited areas crossed at the road sections, as well as along the selective sections, the speed will be strictly limited to 40 km/hr, or less, if specified by the local signalisation panels. All areas which are considered dangerous for competitors and for local inhabitants will be pointed out on the road book.

Overtaking is strictly forbidden. No claim will be accepted for the absence of speed limit road signs.

- Assistance vehicles

The speed of all assistance vehicles along the crossed cities and villages, following the assistance road book, will be limited to 40 km/hr, or less, if specified by the local signalling panels. Overtaking is also forbidden. The Organization Staff will make controls and the Stewards' Board can establish penalties.

11.3 AUTONOMY

The vehicles should have a minimum autonomy which will allow them to run 150 km. Each competitor will be responsible of the calculations about his own autonomy, and in any case, he cannot make up against the Organization whether his vehicle could not run the minimum distance of 150 km., whatever the track should be. For safety reasons an autonomy of 10% more is recommended.

The Organization will supply fuel every 150 km maximum.

The Organization could transport a 5L fuel tank at the start of each special stage for competitors who want it.

11.4 BIVOUAC S

It is forbidden to run at a dangerous speed in the bivouac areas, under pain of penalties which can lead to the exclusion from the race, upon decision to be taken by the FIM International Jury.

11.5 ASSISTANCE TO ACCIDENTS

A competitor witness of an accident will have the duty to inform the medical service stations or an Organization's control point, as soon as possible.

The competitor witness of an accident which can be dangerous for another competitor, can use his own telephone and/or his Live Tracking GPS/GSM Sporttraxx system, without being penalized by any sporting nor money penalty.

NOTE: the Organization will not be in any case responsible for the damage and/or loss of any equipment or personal belongings of a pilot rescued by staff and vehicles of the Organization.

ART. 12 – ASSISTANCE

All the assistance vehicles must:

- Have a regular entry and respect what stated in the entry form.
- Have the bracelet given by the organization available at sight.
- Bear 2 numbered assistance plates and the advertising given by the Organization.
- Respect the present Regulation and accept the Clerk of the Course's directions.
- Respect the same rules of the competitor's vehicles concerning the Italian Road Traffic and in particular the art. 11.2 of the present Regulation.

An assistance road book will be given to all the assistance vehicles. For safety reasons, there will be a compulsory itinerary to respect in some legs.

12.1 AUTHORIZED ASSISTANCE

ALONG THE SPECIAL STAGES the assistance can be carried out:

- only by a pilot who regularly entered in the race.

OUT OF THE SPECIAL STAGES, the assistance can be carried out:

- by a pilot of a motorcycle who regularly entered in the race, and that is still in the race.
- by the mechanics regularly entered as assistance, at the authorized assistance points showed in the road book.

12.2 FORBIDDEN ASSISTANCE

It is forbidden, under pain of exclusion from the race:

- The assistance done by anyone who did not regularly enter in the race or in the assistance.
- The assistance done by a person who has not been accredited (not entered in the race or in the assistance).
- The use of the special stage track by an assistance vehicle.
- All the air assistances which are not directed by the Organization (any presence during a leg of an aircraft having on board people who have any connection or relationship with a competitor).
- The transportation of spare parts or people made by a vehicle which is not a motorcycle, a car or a truck regularly entered in the competition or in the assistance.
- The deposit, throwing or parachuting of spare parts, tools or people.
- The assistance in forbidden, closed or watched places even if they are in the bivouac area.
- The presence of any vehicle not directed by the Organization (car, motorcycle, truck, airplane, helicopter, etc.), which follows or precedes the Rally track, the same day or some days before, will lead to the immediate exclusion from the race of any competitor who has any connection or relationship with the mentioned vehicle.

ART. 13 – INSURANCE

13.1 PUBLIC LIABILITY INSURANCE

The entry rights include the insurance premium which guarantees the civil liability of the competitor towards third parties.

The Organization has taken out a civil liability insurance policy for sporting event in accordance with the legislation.

The amount of the gross premium is € 3.098.741,39.

The contract will guarantee the financial coverage of damages caused to a third party by the Organizer or by the competitors.

The insurance will take effect from the moment the vehicle enters the area of the technical and administrative checks and shall cease on 1st June 2009 at 11.59 p.m.

In case of abandon or exclusion from the race, the insurance will expire automatically at the end of the same leg. The time of abandon or exclusion will be that of T.C. closing at the end of the leg.

In case of accident, a competitor or his representative, must write a declaration, at the latest within 12 p.m., to the Clerk of the Course or to the Official responsible for the relations with competitors.

This policy does not cover:

- the responsibility towards third parties for those competitors who are not holding an international Cross-Country Rally W.C licence,
- the responsibility of the competitor/driver towards other participants to the Rally.

The participants and competitors undertake to enter the SARDEGNA RALLY RACE 2009 with the awareness of the risks of the competition.

The competitors and pilots undertake to release the Organizers and the Officials of the Course from any civil and penal responsibility in case of physical or material accident occurred during the SARDEGNA RALLY RACE 2009.

The above mentioned insurance contract does not cover, in any case, theft of vehicles, spare parts, etc. In case of theft in the countries crossed by the Rally, the Organizer will not have any responsibility.

The Organizing Committee refuses any responsibility:

- on the consequences coming from any violation of laws, regulations and ordinances of the country, made by the participants and that will be exclusively at their charge,
- in case of cataclysms, rebellions, demonstrations where the participants and the crews can be victim and whose material, pecuniary and sport consequences must be at their sole charge.

The assistance, press or V.I.P. vehicles, also having the relevant plates, in any case, cannot be considered as participants to the Rally and therefore they are not covered by the civil responsibility insurance policy of the Rally. THE ABOVE MENTIONED VEHICLES ARE UNDER THEIR OWNER'S RESPONSIBILITY.

13.2 ACCIDENT INDIVIDUAL INSURANCE

The F.I.M. Championship licence covers individual accident, death, permanent invalidity, and medical expenses and repatriation according to Art 110.2 of the Sporting Code and page 245 of the F.I.M. Annuaire.

The competitors have the possibility to undersign complementary insurances with their own insurance company.

ART. 14 –ADVERTISING

During the checks the competitors will receive a pectoral and stickers with the race number as well as the Organization's advertisement (see scheme).

The competitor must leave the space to put on his vehicle the above mentioned stickers and advertising. Should the vehicle have not enough place, the competitor must foresee it before the technical checks; any modification of the stickers (cutting, trimming, etc.) is not allowed.

The pectoral cannot be cut nor modified. In any case, the upper edge of the rear pectoral must not be more than 20 cm. far from the competitor's neck.

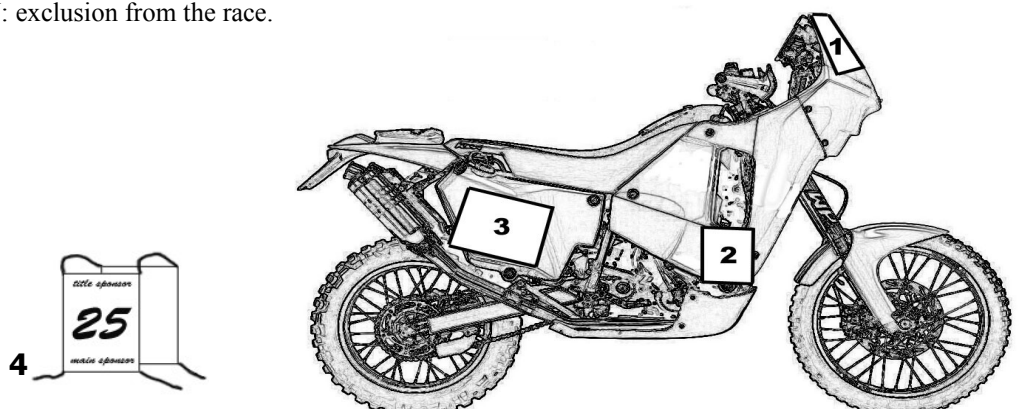
Exceptions are not admitted.

– Compulsory advertising:

- 1 front rally plate with race number and sponsor of the event
- 2 compulsory advertising lateral stickers 18x20 cm.
- 2 lateral plates with race number and sponsor of the event
- 1 pectoral (front-back) with race number and sponsor of the event

During the Rally the absence or the bad affixing of a compulsory advertising shall be subject to a penalty:

- FIRST INFRACTION: penalty of 50% of the entry fees.
- SECOND INFRACTION: exclusion from the race.



The Competitors' Relation Officer, who will stay on the PC Course, will keep some spare plates and stickers, during the whole Rally, and the competitors should request them in case of loss or deterioration.

MOTORBIKE : SECTIONS RESERVED TO ORGANIZATION

- 1- FRONT RALLY PLATE WITH RACE NUMBER AND SPONSOR OF THE EVENT**
- 2- ADVERTISING LATERAL COMPULSORY STICKER 18X20 CM.**
- 3- LATERAL PLATE WITH RACE NUMBER AND SPONSOR OF THE EVENT**
- 4- PECTORAL WITH RACE NUMBER AND SPONSOR OF THE EVENT**

ART. 15 –TIMING

15.1 DEPARTURE

At the start of each leg, each competitor will receive a time card indicating the target times to cover the road sections and the maximum time allowed for each selective section.

This time card will be delivered at the time control of each leg and replaced by a new one at the start of the next leg.

15.2 MODIFICATIONS

Any correction or modification to the time card which has not been approved in writing by a Controller, will lead to the exclusion from the race.

15.3 RESPONSIBILITY

The competitor is the only responsible of his own time card. Its showing at the different controls (T.C., etc.) and the exactness of the entries thereon, are under the sole competitor's responsibility. Only the Controllers are authorized to write the time, by hand or by printer.

15.4 CHECK

Competitors are compulsorily required to be checked-in on passing all the points mentioned on their time card according to their order number, under pain of penalties.

15.5 LOSS

The loss of the time card will result in a 15 minutes penalty which will be added to the penalties of that day leg.

ART. 16 – TIME CHECKS AND MAXIMUM TIME ALLOWED

16.1 MAXIMUM TIME ALLOWED

A maximum time will be established for each leg (selective or road section).

16.2 FIXED PENALTY

-This penalty has been established to substitute for the exclusion from the race. It allows the competitor who gets it, to continue the race in normal racing conditions, although seriously penalized.

- The fixed penalty will be even applied in the following cases:

- the lack of a T.C., a starting control of a selective section, an arrival of selective section,
- the overcoming of the maximum time allowed for a road section or a selective section.

- The amount of the fixed penalty for each leg will be detailed with the time card of the itinerary.

In case of fixed penalty the time of that day leg given to the competitor will be calculated by adding the maximum time of the selective sections and of the road sections, increased by the possible missing T.C. and by the penalty.

- The maximum number of fixed penalties will be 3 (three); after these the competitor will be excluded from the race.

- There is not fixed a number of missed T.C. or a percentage of those not made, over which the concurrent will be excluded.

16.3 OVERCOMING OF THE MAXIMUM TIME ALLOWED

If a competitor exceeds the maximum time allowed, a fixed penalty of 3 hours will be inflicted.

The competitors who arrive at the end of a leg after the closing of a control, will take the start the next day only if:

- they arrive at the starting line 30 minutes maximum after their ideal starting time;
- they give their time card of the previous leg to the Clerk of the Course or to the Responsible of the starting T.C.;
- If they have benefitted of the recovery from means part of the organization, the departure have to be authorized from the doctor and the technical officer .

16.4 CHANGING OF MAXIMUM TIME ALLOWED

In a leg, if less than 10 competitors arrive in the maximum time allowed, this will be increased of the number of hours necessary to obtain this minimum number.

For Example:

If the maximum time is 8 hours:

- only two competitors arrive within the maximum time;
- if other 8 competitors arrive within 11 hours, the maximum time goes to 11 hours;
- if other 12 competitors arrive within 12 hours, the maximum time will be fixed to 11 hours;

All the cases not expected will be judged by the Panel of the Sporting Stewards.

ART. 17 – SPECIAL STAGES - LIAISONS

17.1 SPECIAL STAGES

- **It is forbidden to the pilots to drive in the opposite direction of the special stages, under pain of a penalty which may lead as far as exclusion.** Special stages are stretch of road/off-road which are not reserved to private use. Caution towards other users is highly recommended.

- The parts of the special stages which are on asphalt road will have a maximum speed allowed of 30km/h, controlled by organisation and local police. The penalties in case of unrespect of this limit are according to FIM annexe 081, article 10.5

17.2 LIAISONS

Sections to be covered within a target time, calculated on an average of about 40 km/h.

Each minute of delay or advance will lead to a 1 minute penalty.

However, a maximum time shall not be exceeded, under pain of the fixed penalty.

The passage in advance at the last control is authorized without any penalty when the last section of the day is a road section.

What has been mentioned above will be noted in detail on the time card.

17.3 MARATHON STAGE

A marathon stage will take place during the stages 4 and 5. In this occasion, pilots will have the possibility to change their tyres only during the assistance point of each day (at the middle of the stages), but won't have this possibility at the end of stage 4.

At the finish of the stage 4, competitors will put their bikes directly in Parc Fermé without possibility to do interventions on their bikes.

ART. 18 – CHECKS

18.1 CHECKS

The technical, administrative and sports scrutenings will take place on May 27th 2009, starting from 8.00 a.m. at the HOTEL ES-AGONO.

Each competitor will receive a convocation with the exact time when he has to present his vehicle to the Officials and Controllers responsible for the checks.

The failing of the competitor's presence at the convocation time will lead to a 1 minute penalty for the first hour of delay and to 10 minutes penalty for each following hour.

A time control will be placed at the entrance and at the exit of the administrative checks and at the entrance of the technical checks.

The vehicles which will not be in conformity or suitable with the rules of the race during the technical checks, could be changed of class or will be refused at the start (decision taken by the Panel of the Sporting Stewards). In this last case, the entry rights will be held by the Organization.

At the end of the technical checks, all the motorcycles will be kept in parc fermé.

A first general briefing, with the compulsory presence of all the participants, will take place on 27th May 2009, San Teodoro in the Hotel Esagono conference room at 7 p.m.

18.2 ADMINISTRATIVE DUTIES

- EACH COMPETITOR

will have to present the following personal original valid documents to the administrative checks:

- 2009 F.I.M. Cross-Country Rallies W.C licence
- Driving licence corresponding to the category of the vehicle
- Valid passport and/or identity document.
- For all the competitors: authorisation to race abroad issued by their own FMN.
- Homologated helmet, with indication of the blood group.
- Receipt of the entry fee payment.
- Receipt of the deposit cheque payment.

- EACH MOTORCYCLE

must be presented at the administrative and technical checks with the following original documents:

- Valid log book or immatriculation certificate (temporary number plates are not accepted). Temporary immatriculation certificate will not be accepted (International Customs Convention).
- Homologation file or commercial catalogue for Production and Marathon motorbikes.

NEITHER PHOTOCOPIES NOR DECLARATIONS WILL BE ACCEPTED IN CASE OF LOSS OR THEFT OF THE ABOVE MENTIONED DOCUMENTS.

ART. 19 PROTESTS – APPEALS

Any protest shall be presented in accordance with the requirements of the Disciplinary and Arbitration Code. It shall be submitted in writing and handed to the Clerk of the Course by the concerned competitors and not by third party, in respect of the required time. Each protest should refer only to the single matter and it must be accompanied by the amount of USD 160,00 (see art. 4.2 Disciplinary and Arbitration Code).

Furthermore, in case of dismantling, a deposit of € 250,00 for a two strokes engine and of € 500,00 for a four strokes engine should be additionally given.

The concerned competitor will have to be given audience by the International Jury.

ART. 20 – CLASSIFICATIONS

20.1 CLASSIFICATIONS

The different classifications will be posted up every day at the bivouac, at the P.C. Course.

The official classification of each leg will be posted up on the official notice-board not later than 1 hour after the arrival of the last motorcycle. It will become definitive two days later, after the start of the first pilot.

The deadline for possible protests is 1 hour from the posting up of the official classification.

Being this result final and definitive, for what concerns the elements being used to establish it, these elements and them alone cannot then be subject of any further complaint after the official classification posting at the end of the race.

20.2 OTHER CLASSIFICATIONS (taken from the general classification)

1- CATEGORIES

- Production Category
- SuperProduction Category
- Quads Category

CLASSES

- in Production Category: - Class 450 cc
 - Class from 450 cc to 700 cc
- in SuperProduction Category: - Class 450 cc
 - Class from 450 cc to 1300 cc
- Women

2- CHALLENGES

- Veterans Challenge (over 40 years)
- Private Challenge
- Bicylindric Challenge
- Challenge 125 4-strokes
- Challenge 250 4 -strokes

ART. 21 – PRIZES LIST – CUPS

Cups will be awarded according to the following list:

Overall :

- 1°
- 2°
- 3°
- 4°
- 5°

Production Category 450:

- 1°
- 2°
- 3°

Production Category Open:

- 1°
- 2°
- 3°

SuperProduction Category 450 :

- 1°
- 2°
- 3°

SuperProduction Category Open :

- 1°
- 2°
- 3°

Quads Category:

- 1°
- 2°
- 3°

Women

- 1°
- 2°
- 3°

Private Challenge:

- 1°
- 2°
- 3°

Veterans Challenge:

- 1°

Bicylindric Challenge

- 1°

Challenge 125 4 strokes :

- 1°

Challenge 250 4 strokes

- 1°

ART. 22 – SAFETY

22.1 MEDICAL AND SAFETY EQUIPMENT

A – MEDICAL EQUIPMENT

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

- eye lotion (Piroftal or similar)
- an antalgic (aspirin, Novalgina or similar)
- unguent, disinfecting compresses, bandages, plasters
- 5 safety pins
- 1 skin disinfectant (Betadine or similar)

B – SURVIVAL EQUIPMENT

Each competitor must compulsorily carry on his vehicle the following equipment:

- a general map of Sardinia
- a lighter
- an emergency mirror
- a pocket lamp better if flashing
- one compass besides that which is on board of the vehicle
- one aluminium survival blanket m. 2x1, as isothermal covering apt to sun-signal
- one survival supply including 2 litres of water in camel-bag
- 3 red smoke hand type rockets

In case of loss, for any reason and under any circumstance, of the security compulsory devices (Live Tracking GPS/GSM Sporttraxx) each competitor will be the only responsible against the supplying companies.

The competitors who will arrive at the start of one of the legs without any of these compulsory safety equipments (first aid bag, water reserve and survival equipment), will be refused to the start by the Clerk of the Course, until they will be in conformity with the above mentioned regulations. The Sporting Stewards' Jury can inflict a penalty which can go as far as exclusion in case of repeated infringements.

The safety and survival equipments will have to be accessible with no disassembly, so that the Technical Stewards could possibly check them at each leg' start.

Making Live Tracking GPS/GSM Sporttraxx system operating, without safety reasons, will lead to the exclusion from the race, as well as to pecuniary penalty inflicted to the competitor in case of the Organization's intervention.

22.2 WITHDRAWAL - EXCLUSION

In case of withdrawal from the competition, **the competitor must inform the Organization as quickly as possible and by any means.**

Some abandon forms will be inserted in the road book. They should be filled in, signed and given to a member of the Organizing Staff (CP. controller, T.C. Controller, or Clerk of the Course).

The non-fulfilment of this important safety and disciplinary rule, will lead BIKE VILLAGE SRL to refuse any further entry of the team or competitor involved and to KEEP THE DEPOSIT (see art.22.3).

Furthermore, the non-fulfilment of this duty of informing the Organization in case of abandon, will lead, in case of specific rescue service, to the pecuniary responsibility of the crew who will not have given any information about its position and possible sanction which can be given by the concerned FMN, under decision of the Sporting Stewards.

Transportation of one competitor by helicopter or by other Organization vehicle (for instance rescue truck) for all or part of the leg, will imply the compliance of fixed penalties. In order to start again the next leg, he must be considered fit by the medical accountable (integration of art.11.5) and his vehicle will be controlled by the F.I.M. Technical Steward.

In case of withdrawal or exclusion, the competitor must cover his race number plates with black sticking tape, under pain of a penalty of € 500,00, as well as the sanctions which can be requested by his National Motorbike Federation.

22.3 DEPOSIT - COMPETITOR'S DUTIES

All competitors must compulsorily pay a deposit of € 500,00 by cheque to MOTO CLUB SARDEGNA, in order to guarantee the Organization with the comply with the following duties:

- Obligation to inform, in case of withdrawal, the Organization, by any means. The way of informing the Organization is under the pilot's responsibility. A third person cannot be considered as responsible.
- Obligation to respect the present Regulation.

Should a competitor abandon his vehicle on the spot and this is not be taken on board by the rescue truck, he must compulsorily write a declaration to the nearest police station before leaving Italy and send a copy of this declaration to BIKE VILLAGE SRL tel + 39 02.990.11.61 – Fax + 39 02.994.80.802 (the repatriation out of the foreseen dates will be at his charge).

In case even one of these obligations is not respected by the pilot, the deposit will not be given back.

The deposit will be given back by 31/06/2009 to the competitors who have respected the mentioned obligations.

22.4 CLOSING OF THE TRACK

A rescue truck will close the track of the selective sections, as specified in the road book.

It will take on board the competitors whose vehicles have been damaged. It will also take, if possible and without any obligation, the damaged motorbikes which will be transported to the bivouac.

Attention: in no cases the Organization (the rescue truck or any other vehicle belonging to the Organization) will take motorcycles which will be outside the track of the selective section, as mentioned in the road book.

In the wide tracks it will be the competitor's duty to signal his position with the help of his survival equipment.

No claim can be made against the Organization about this point.

The competitors who will refuse to be taken on board of the rescue truck, will do it under their own whole responsibility and will have to sign a release which will be given to them by a member of the Organization Staff charged of the track closing.

The Organization cannot be claimed for the consequences of this refusal.

In case of withdrawal for mechanical reasons on the track of the selective section, the competitor will have to wait for the rescue truck. Making Live Tracking GPS/GSM Sporttraxx system operating for no safety reason, and in particular before the arrival of the rescue truck, will allow the Organizer to keep the deposit.

22.5 HELMET

During the whole race the wearing of an homologated helmet (FIM regulations) is mandatory, under pain of exclusion from the competition.

22.6 BACK SHIELD

The use of a vest with hard back shield is strongly recommended, such as "AIRBACK SPIDI" or "DAINESE BAP" or "PROTEZIONE SCHIENA UFO" or similar.

Protection must effective over all back.

22.7 TRACKING SYSTEM

The tracking system used will be the same of 2008, SPORTTRAXX, with the 2009 edition of its "Traxxer GPRS"

Each competitor must to rent it at the single cost of € 240, with a guarantee deposit of € 500. The order of the rental must to be done before the 21th of May 2009.

The system will be given during the technical checks on 27th of May and given back at the end of the race, on 1st of June 2009.

Contact : WOLFGANG SCHINDELE +39 348/4234088 or on the organizer web-site : www.bikevillage.it at the Sporttrackx section.

GENERAL INFORMATION FOR MOTORCYCLES AND ASSISTANCE VEHICLES

- 1- FORMALITIES**
- 2- HOTELS**
- 3- SAFETY EQUIPMENT**

- 4- IMAGE COVERING**
- 5- GENERAL INFORMATION**

1. FORMALITIES

Attention: 3/6 months valid passport is needed (according to countries).

Respect Italian formalities.

2. ACCOMODATION

- 5 nights in hotel:

A bracelet will be given to you during the checks and you must wear it all along the rally in order to take your food at the bivouacs and for the prize giving ceremony.

3. SAFETY EQUIPMENT

HAND ROCKETS: Three rockets are meant to draw attention of a vehicle or an airplane passing by in the day or at night. Keep the cylinder still, take off the cap, and pull the string. Keep it as far as possible from your body.

The following accessories are also compulsory and will be checked before and during the event by the Stewards:

- **TRACKING GSM SYSTEM (Live Tracking GPS/GSM Sporttraxx)**
- **GSM or UMTS phone**, whose number must be left with the race organizer.

4. IMAGE COVERING

The competitors acknowledge that the SARDEGNA RALLY RACE 2009 organized by MOTO CLUB SARDEGNA is a promotional event which can help them to become famous.

Under the of control BIKE VILLAGE , the media reflecting the event through various means such as the written press, radio, television, cinema, make the competitors and their sponsors known. These sponsors are therefore encouraged to help the competitors when other events take place.

In order to guarantee to BIKE VILLAGE a total freedom of means concerning this matter, the competitors allow BIKE VILLAGE to have the exclusive right of using their names and images in all their forms for any purpose, in all the world and with no limits.

Therefore the competitors expressly authorize BIKE VILLAGE SRL to use or to make use and reproduce their names, images and performances in case of a direct or derived spreading of the competition , in any form, all over the world, by all the known and unknown means existing today, and for the greatest length which can be allowed by the legislative body, the judicial and/or arbitral decisions of every country, as well as the existing or future international conventions.

Furthermore, all competitors and /or their sponsors, accompanying persons, etc., may not film pictures concerning the event, whatever the filming mean used, unless written and prior agreement is given by BIKE VILLAGE.

5. GENERAL INFORMATION

The using of a twin/trip master is strongly recommended, as it allows a proper use of the Road-Book.

Distribution of the Road-Book: from 5.00 p.m. to 7.00 p.m., for the next day leg.

Briefing: at 7.00 p.m.

Breakfast available from 1 and a half hours before the start of the first motorbike, till 10.00 a.m.

Dinner in the evening from 6.30 p.m. without interruption until 10.00 p.m.

**For any information you can visit our web-site
www.bikevillage.it**

SECURITY PLAN

Air Service:

1 HELICOPTER named GRETA 0

THE HELICOPTER IS EXCLUSIVELY USED FOR RESCUE PURPOSES. IT WILL BE PLACED ON THE COMPETITION TRACKS, WITH ONE DOCTOR ON BOARD SUPPLIED WITH DIAGNOSTIC AND FIRST AID EQUIPMENT. DURING THE FLIGHT THE HELICOPTERS WILL BE IN TOUCH BY RADIO THE PC COURSE AND THE OTHER ORGANISATION VEHICLES.

ALONG THE SEVEN STAGES OF THE RALLY TRACK, THERE ARE SIX HOSPITALS.

THE AIR ASSISTANCE WILL BE IN ANY CASE CHOSEN INSTEAD OF THE GROUND TRANSPORT: THE URGENCY FACTOR IS WITH NO DOUBT THE KEY POINT OF A GOOD FIRST AID STATION.

Ground Vehicles:

▪ 4 off-road cars

FOUR OFF-ROAD CARS NAMED GRETA 1, 2, 3, 4, WILL CONTROL THE COMPETITORS' TRANSIT IN THE SELECTIVE SECTORS. THESE CARS WILL BE PROVIDED WITH RADIO FOR TRANSMISSIONS WITH THE PC COURSE. THE MEDICAL STAFF ON BOARD WILL BE GIVEN FIRST AID AND INTENSIVE CARE EQUIPMENT, AS PER ENCLOSED LIST.

FOUR DOCTORS (4) ON THEIR MOTORCYCLES WILL FOLLOW THE PILOTS IN THE RACE, THEY WILL BE CALLED JUL 1,2,3,4 AND THEY WILL BE FOLLOW BY SPORTTRAXX SYSTEM.

A HALL, EQUIPPED WITH FIRST AID, WILL BE PARKED AT THE BIVOUAC DURING THE NIGHT, IN ORDER TO BE AVAILABLE FOR POSSIBLE NIGHT EMERGENCIES.

THIS WILL ALLOW THE HELICOPTERS TO TRANSFER ON THIS VEHICLE ANY INJURED WITH SLIGHT TRAUMAS AT THE BIVOUAC AND THUS IT WILL ALLOW TO IMMEDIATELY GET BACK, THIS WAY NOT LEAVING THE TRACK UNCOVERED.

THE MEDICAL STAFF IS COMPOSED OF DOCTORS SPECIALIZED IN FIRST AID, SURGERY AND BY DOCTORS SPECIALISED IN ORTHOPAEDICS, GENERAL SURGERY AND ANAESTHESIA.

DOCTOR IN CHARGE: GIAN FRANCO BOSCO

THE MEDICAL STAFF IS COMPOSED OF:

- 4 DOCTORS on MOTO
- 4 DOCTORS on CAR 4X4
- 1 DOCTOR IN HELICOPTER
- 2 NURSES SPECIALIZED IN FIRST AID/REANIMATION

QUICKNESS IN RESCUE, WHERE COMMUNICATION PLAYS A VERY IMPORTANT ROLE, IS THE BASE OF A GOOD ORGANISATION.

THE PARTICIPANT, IN CASE OF EMERGENCY, WILL BE ABLE TO USE, FOR A RESCUE CALL, THE LIVE TRACKING GPS/GSM SPORTTRAXX SYSTEM, OR EQUIVALENT OR HIS OWN TELEPHONE, IN ORDER TO SEND THE SOS BOTH DAY AND NIGHT.

S.O.S telephone number +39 338 7011011