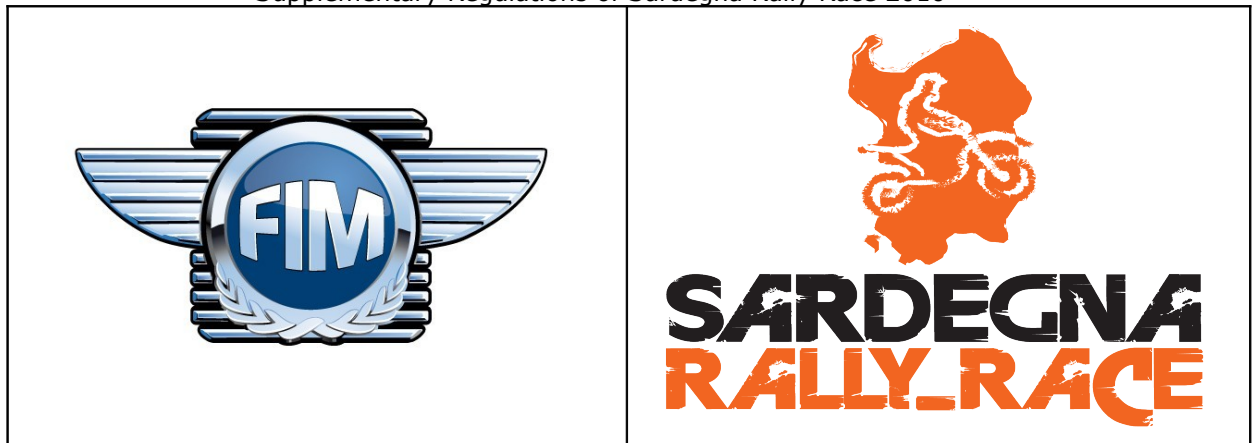




Supplementary Regulations of Sardegna Rally Race 2010



## SARDEGNA RALLY RACE

the 3<sup>rd</sup> round of the

**2010 FIM CROSS-COUNTRY RALLIES  
WORLD CHAMPIONSHIP**

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



## Supplementary Regulations of Sardegna Rally Race 2010

### **ANNOUNCEMENT**

Bike Village will organize the round of the 2010 FIM Cross-Country Rallies World Championship on behalf of the Italian Motorcycle Federation. The event will be held in accordance with the Sporting Code of the FIM together with the relevant Appendices, these Supplementary Regulations and any final instructions approved by the International Jury.

FIM approval : IMN No 403/03

FMNR approval: \_\_\_\_\_

In case of discrepancy or dispute regarding the interpretation between the French and the English text, the English text will prevail.

Any matter not provided for in the relevant Appendices or these Supplementary Regulations will be subject to interpretation by the FIM International Jury.

Any additional provision not mentioned by these Supplementary Regulations, will appear in numbered, dated and signed official additive. These additives will form an integral part of the Supplementary Regulations and will be posted on the official notice board for the Rally. They will also be communicated at the daily riders briefing and communicated directly to the rider in the shortest possible time.

### **HONOUR COMMITTEE**

Dott. Paolo SESTI                      Italian Motorcycle Federation (FMI) President  
Dott. Antonio ASSIRELLI              FMI Representative  
Dott.

### **ORGANISING COMMITTEE**

Organizers	GianRenzo Bazzu    & Antonello Chiara
Track Responsible	Dario Del Vecchio & Giulio Fantoni
Secretary Responsible	Rosanna Morlino
H.R. Responsible	Giampaolo Granara
Regulation Responsible	Edouard Boulanger
Communication Responsible	Massimo Larecchiuta
Tracking Responsible	Andrea Balestrieri

### **ADDRESS OF THE PERMANENT SECRETARIAT**

BIKE VILLAGE ASD \_ Rosanna Morlino \_ Via Mantegna 1/3 \_ 20030 Senago (MI) \_ Italy  
e-mail: [info@bikevillage.it](mailto:info@bikevillage.it)



Supplementary Regulations of Sardegna Rally Race 2010

## LIST OF OFFICIALS

FONCTION	NAME	LICENCE N°
FIM Jury President	M. Konstandinidis	FIM 2746
1 <sup>st</sup> FMNR Jury Member	Edouard Boulanger	FIM 4448
2 <sup>nd</sup> FMNR Jury Member	Edoardo Bauer	FIM 4451
Clerk of the Course	Maria-Giulia Padovani	FIM 4455
FIM Technical Delegate	GianFranco Ferretti.	FIM 3525
Chief Medical Officer	GianFranco Bosco	FIM 4038
Environmental Steward	Costanza Paralovo	FIM4364
Chief Timekeeper	Gregorio Tocco & Patrizio Tassi	FIM 4182
Relation with riders	Edouard Boulanger	
Secretary of the Meeting	Michelle Colomban	FMI Lic. 10/128.792 M

## PROGRAM OF THE EVENT

### 1.1 Rally Headquarter:

Date and time	Place
27 May and 1st June	Hotel Bungalow – San Teodoro
28 May	Horse country House - Arborea
29 May	Bivouac Teulada
30 May	Hotel 4 Mori - Muravera
31 May	Hotel Taloro - Gavoi / Fonni

### 1.2 Event

Day	Date	Action	Time	Place
Thursday	27 May	Administrative & Technical scrutineerings	8:00	San Teodoro
		Briefing for competitors	16:00	
		Starting List publication	17:00	



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		Super Special Test, opening of the "Parc Fermé"	17:30	
		Start Super Special Test	18:00	
		Road-book Stage 1 – Emission	20:00	
		Stage 1 – Starting List	21:00	
Friday	28 May	Stage 1: San Teodoro – Arborea : 405 km		
		Start of Liaison	07:30	Cala d'Ambra
		Start SS 1 : 122,2 km	08:30	
		Start SS 2 : 65 km	12:25	
		Estimated time for the end	19:00	Horse Country
		Road-book Stage 2	19:00	
		Briefing competitors stage 2	20:30	
		Stage 1 unofficial results		
		Stage 2 starting list	21:00	
		Maximum time allowed stage 1:	12h30	
Saturday	29 May	Stage 2: Arborea - Teulada : 346 km		
		Start of Liaison	07:30	Horse Country
		Start SS 3 : 109 km	08:40	
		Start SS 4 : 51 km	13:20	
		Estimated time for the end	17:00	Porto Tramazzu
		Road-book Stage 3	19:00	
		Briefing competitors stage 3	19:30	
		Stage 2 unofficial results		
		Stage 3 starting list	21:00	
		Maximum time allowed stage 2:	10h30	
Sunday	30 May	Stage 3:Teulada – Muravera : 308 km		
		Start of Liaison	07:30	Teulada
		Start SS 5 : 111 km	07:30	



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		Start SS 6 : 61 km	12:50	
		Estimated time for the end	16:00	Hotel 4 Mori
		Road-book Stage 4	19:00	
		Briefing competitors stage 4	19:30	
		Stage 3 unofficial results		
		Stage 4 starting list	21:00	
		Maximum time allowed stage 3:	9h30	
Monday	31 May	Stage 4: Muravera – Gavoi / Fonni : 331 km		
		Start of Liaison	07:30	Hotel 4 Mori
		Start SS 7 : 202 km	08:00	
		Estimated time for the end	16:30	Hotel Taloro
		Road-book Stage 5	19:00	
		Briefing competitors stage 5	19:30	
		Stage 4 unofficial results		
		Stage 5 starting list	21:00	
		Maximum time allowed stage 4:	10h00	
Tuesday	01 June	Stage 5: Gavoi / Fonni – San Teodoro : 286 km		
		Start of Liaison	07:30	Hotel Taloro
		Start SS 8 : 80 km	08:05	
		Start SS 9 : 71 km	12:30	
		Maximum time allowed stage 5:	09h00	
		Finish and Podium	From 16:00	Cala d'Ambra
		Press Conference	17:00	
		Final Inspection	From:15:00	
		Un-official classifications	19:00	
		Official classifications	19:30	
		Price giving ceremony	20:00	



## RIDERS

### 1.3 ENTRY CONDITIONS FOR THE RIDERS

- The Organizing Committee reserves the right to refuse the entry of a rider, without having to give the reasons of this refusal.

- To be registered in an event of the Cross-Country Rallies World Championship, any person over 18 years, from any country, must hold a FIM rider's license for the Cross-Country Rallies World Championship valid for the year of the event (art. 70.2.1 FIM Sporting Code), released by his own National Federation and holding a driving license corresponding to the capacity of his motorcycle.

Any copy of statement of loss or theft of the above mentioned documents will not be accepted as it does not legally substitute the possession of a driving license conform to the capacity of the motorcycle.

- The maximum number of motorcycles accepted is 200

- Any rider who is replaced by another one on his motorcycle during the race will be excluded from it, as well as the motorcycle of this last mentioned driver.

- The rider enters Sardegna Rally Race at his own risk, being fully aware of the danger associated with the event. For this reason, the rider relieves the Organizer, the FMNR and the FIM from any penal and/or civil responsibility in case of physical and/or material damages incurred as a result of his participation in the event.

### 1.4 ENTRIES

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.

### 1.5 ENTRY FEES

The entry fees, per person, are as follows:

* by the 15 <sup>th</sup> March 2010	€	1.800,00
* by the 15 <sup>th</sup> April 2010	€	2.000,00
* by the 10 <sup>th</sup> May 2010	€	2.400,00

The entry forms must be sent to :

BIKE VILLAGE ASD \_ Via Mantegna 1/3 \_ 20030 Senago (MI) – Italy // or by e-mail: [info@bikevillage.it](mailto: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 27<sup>th</sup> May till the breakfast of the 1<sup>st</sup> 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 system
- All the things not mentioned at the point "Include"



## Supplementary Regulations of Sardegna Rally Race 2010

### **1.6 DEPOSIT CHEQUE**

A deposit of € 500,00 must be compulsory given for each motorbike, with a cheque to BIKE VILLAGE SRL, before the 16/05/2010.

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 2010 to the concurrent that will have respected the obligations.

### **1.7 ASSISTANCE ENTRY FEES**

The entry fees, per person, are as follows:

* by the 15 <sup>th</sup> March 2010	€ 800,00
* by the 10 <sup>th</sup> May 2010	€ 1.100,00

The entry fees per vehicle are as follows:

* by the 10 <sup>th</sup> may 2010 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 27<sup>th</sup> May till the breakfast of 1<sup>st</sup> 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"

### **1.8 TRANSPORT**

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

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

### **1.9 PAYMENTS**

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 10<sup>th</sup> May 2010) 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 10<sup>th</sup> May 2010.



## Supplementary Regulations of Sardegna Rally Race 2010

### **1.10 ENTRY REFUSAL – WITHDRAWAL - DEFAULT**

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 ASD \_ Via Mantegna 1/3 \_ 20030 Senago (MI) \_ Italy

The entry fee will be refund with a penalty of the 30% by the 15<sup>th</sup> March 2010, of the 50% by the 15<sup>th</sup> April 2010.

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.

### **1.11 CANCELLATION OR POSTPONEMENT OF THE EVENT**

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.

## **IDENTIFICATION**

### **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.



## 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.

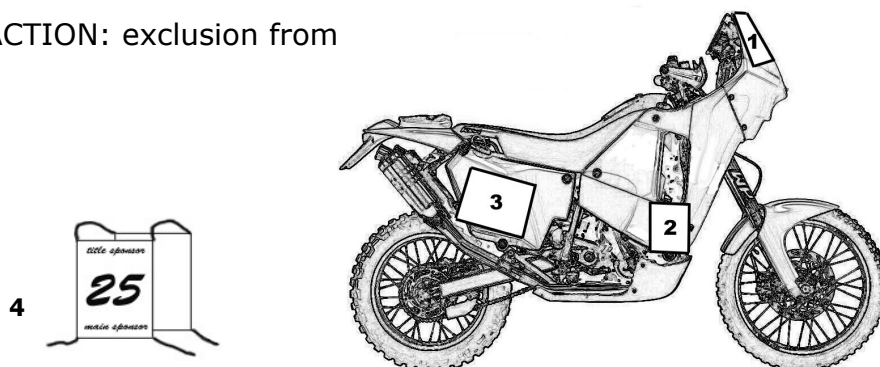
Exceptions are not admitted.

### – 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:

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



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.

### 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

## 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
- 4 Italian Raid TT Championship : number from 300



## Supplementary Regulations of Sardegna Rally Race 2010

### **1.12 STARTING ORDER OF THE SUPER SPECIAL:**

In order of the racing numbers, the biggest number for first.

### **1.13 STARTING ORDER OF THE OTHER STAGES:**

- 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 riders of the Italian Championship will leave between bikes and quads of the World Championship in the way to have the maximum of fluidity during the race. First Italian rider will left 10 minutes after the last biker of the W.C.
- 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 much 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 ion or to repair its lights, therefore to pass the starting line.

## **ROAD BOOK AND NAVIGATION**

The road book has been composed to indicate the route to follow, some GPS points and the main dangers.

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

The road book, descriptions, legends and descriptive maps of the first leg of the race will be given to the riders during the administrative checks.

Then the road book of the following legs will be daily delivered, from 7 pm at the secretary. The riders who will arrive late to the bivouac have to go to secretary.

The information given by the route opening team will be communicated to riders during the briefings and by additive.

### **1.14 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.

### **1.15 COMPULSORY BRIEFING ABOUT THE SAFETY SYSTEMS**

A compulsory briefing for the riders where the use of the various safety systems will be held on the end of the first briefing in San Teodoro, the 27<sup>th</sup> of May 2010.

The name of the riders participating will be inscribed on an attendance list.



## TRAFFIC

### 1.16 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.**

### 1.17 CROSSING OF INHABITED AREAS

– Riders

Along inhabited areas crossed in the liaison sections as well as along the Specials, the speed will be strictly limited to 40 km/hr, or less, if specified by the local signal panels. All areas which are considered dangerous for riders and for local inhabitants will be indicated in the road book.

- Assistance vehicles

The speed of all assistance vehicles in crossed cities and villages, following the assistance road book, will be limited to 40 km/hr, or less, if specified by the local signal panels. Overtaking is also forbidden. The Organizing Staff will make controls and the International Jury can decide penalties.

### 1.18 MARATHON STAGE

A marathon stage will take place during the stages 2 and 3. 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 2. At the finish of the stage 2, competitors will put their bikes directly in Parc Fermé without possibility to do interventions on their bikes.

### 1.19 MAXIMUM TIME ALLOWED

A maximum time will be established for each day and written on the time card.

Time checks are indicated on the time card. The speed average between each control will be among 40km/h.

Each minute or fraction of minute of late or advance will be penalized by minute.

At the final check of each day, advance is permitted without penalties.

### 1.20 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.



## INSURANCE

### 1.21 CIVIL RESPONSIBILITY

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 1<sup>st</sup> June 2010 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 2010 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 2010.

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.**

### 1.22 PERSONAL ACCIDENT INSURANCE (p.280 FIM Annuaire)

With the new FIM rules which rider insurance is not include in his licence, the organizer will be responsible until the first hospital. From this point, the rider must to active his own assistance and repatriation (if necessary) and all the expenses with his own federation or with his private insurance.

It's strongly recommended to the competitors to undersign complementary insurances with their own insurance company.



Supplementary Regulations of Sardegna Rally Race 2010

## **ADMINISTRATIVE DUTIES**

The technical, administrative and sports scruteneings will take place on May 27th, starting from 8.00 a.m. at the HOTEL BUNGALOW.

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 2010, San Teodoro in the Hotel, conference room at 7 p.m.

### **1.23 EACH RIDER**

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

- 2010 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.

### **1.24 EACH MOTORCYCLE**

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

- Valid log book or plate certificate (temporary number plates are not accepted). Temporary plate 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.

## **FINAL CHECK**

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 € 120,00 (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.



## CLASSIFICATIONS

The arrival and the finish line of the race will be in San Teodoro, on the podium in front of the Hotel.

Nothing is scheduled in Olbia like 2009.

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.

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

## CHALLENGES

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

## 1.25 PRIZES LIST – CUPS

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 4T:

1°

Challenge 250 4T:

1°



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## **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
- 1 disinfectant gel

### **B – SURVIVAL EQUIPMENT**

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

- a general map of Sardinia
- 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

**In case of loss, for any reason and under any circumstance, of the security compulsory devices (Live Tracking GPS/GSM) 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 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.**

### **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 system operating for no safety reason, and in particular before the arrival of the rescue truck, will allow the Organizer to keep the deposit.



## Supplementary Regulations of Sardegna Rally Race 2010

### **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 be effective over all back.

### **1.26 SATELLITE TRACKING SYSTEMS**

Each competitor must rent it at the single cost of € 240, with a guarantee deposit of € 500. The order of the rental must be done before the 21<sup>th</sup> of May 2010.

Principle : Alert by cellular phone, rider's personal one. Network is not warranted everywhere.

This system is not designed with an Emergency button, so bikers need to call the PC Course of Organizers by phone when necessary. The system will be given during the technical checks on 27<sup>th</sup> of May and given back at the end of the race, on 1<sup>st</sup> of June 2010.

System's name : Mylaps GPS Tracking System

Contact : Andrea Balestrieri

Tel. : +39 05211912845

Society : SDAM – Sport Data Management s.r.l. \_ via Paciotto 6/A \_ 43124 Parma \_ Italy

or on the organizer web-site : [www.bikevillage.it](http://www.bikevillage.it)

## **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 ASD to refuse any further entry of the team or competitor involved and to KEEP THE DEPOSIT (see art.20.3).**

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.

### **1.27 DEPOSIT - RIDER'S DUTIES**

All competitors must compulsorily pay a deposit of € 500,00 by cheque to BIKE VILLAGE ASD, 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.



## Supplementary Regulations of Sardegna Rally Race 2010

- 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 ASD

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 31/06/2010 to the competitors who have respected the mentioned obligations.

## SECURITY PLAN

### 1.28 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.

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.

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.

### 1.29 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 TRACKING SYSTEM.

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

### 1.30 COMPOSITION OF THE MEDICAL STAFF

ALONG THE SEVEN STAGES OF THE RALLY TRACK, THERE ARE 6 HOSPITALS :

OSPEDALE DI OLBIA VIA CADUTI DEL LAVORO  
OSPEDALE DI CAGLIARI SS TRINITA'  
OSPEDALE DI CAGLIARI MARINO  
OSPEDALE DI SASSARI SS ANNUNZIATA VIALE ITALIA  
OSPEDALE DI OZIERI VIA COLLE CAPPUCCINI  
PRONTO SOCCORSO DI ORISTANO VIA ROCKFELLER FONDAZIONE 23

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



## Supplementary Regulations of Sardegna Rally Race 2010

THE MEDICAL STAFF IS COMPOSED OF:

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

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 SYSTEM, OR EQUIVALENT OR HIS OWN TELEPHONE, IN ORDER TO SEND THE SOS BOTH DAY AND NIGHT.

S.O.S telephone number **+39**

### **1.31 ASSISTANCE IN CASE OF ACCIDENT**

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 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.**



## Supplementary Regulations of Sardegna Rally Race 2010

### **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)**

- **GSM or UMTS phone**, whose number must be left with the race organizer.

#### **4. IMAGE COVERING**

The competitors acknowledge that the SARDEGNA RALLY RACE 2010 organized by BIKE VILLAGE ASD 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 ASD 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](http://www.bikevillage.it)**