



3 to 9 October 2015

## 2015 FIM CROSS-COUNTRY RALLIES WORLD CHAMPIONSHIP

### SUPPLEMENTARY REGULATIONS FOR MOTORCYCLES, QUADS AND ASSISTANCE VEHICLES



August 2015



<b>1. PUBLICATION.....</b>	<b>3</b>
<b>2. ACCESS .....</b>	<b>3</b>
<b>3. HONNOR .....</b>	<b>3</b>
<b>4. ORGANIZATION COMITTE .....</b>	<b>3</b>
<b>5. ADDRESS OF THE PERMANENT SECRETARIAT .....</b>	<b>3</b>
<b>6. LIST OF OFFICIALS .....</b>	<b>3</b>
<b>7. EVENT PROGRAMME .....</b>	<b>4</b>
<b>8. RIDERS .....</b>	<b>6</b>
<b>8.1 ENTRY CONDITIONS.....</b>	<b>6</b>
<b>8.2 ENTRY APPLICATIONS.....</b>	<b>6</b>
<b>8.3 ENTRY FEES .....</b>	<b>6</b>
<b>8.4 DEPOSIT GUARANTEE .....</b>	<b>7</b>
<b>8.5 SERVICE ENTRY FEES .....</b>	<b>7</b>
<b>8.6 TRANSPORTATION .....</b>	<b>8</b>
<b>8.7 PAYMENTS .....</b>	<b>8</b>
<b>8.8 REFUSED REGISTRATION – WITHDRAWAL - PACKAGE.....</b>	<b>8</b>
<b>8.9 CANCELLATION OR POSPONEMENT OF THE EVENT .....</b>	<b>8</b>
<b>9. PARTICULAR CONDITIONS OF THE HOST COUNTRY.....</b>	<b>9</b>
<b>10. CATEGORIES .....</b>	<b>9</b>
<b>11. IDENTIFICATION .....</b>	<b>9</b>
<b>12. ADVERTISING.....</b>	<b>10</b>
<b>13. STARTING ORDER.....</b>	<b>10</b>
<b>14. ROAD BOOK AND NAVIGATION .....</b>	<b>11</b>
<b>15. FUEL / AUTONOMY .....</b>	<b>12</b>
<b>15.1 AUTONOMY .....</b>	<b>12</b>
<b>15.2 FUEL .....</b>	<b>12</b>
<b>16. CLOSING OF THE TRACK.....</b>	<b>12</b>
<b>17. TRAFFIC.....</b>	<b>13</b>
<b>18. INSURANCE .....</b>	<b>13</b>
<b>19. ADMINISTRATIVE DUTY.....</b>	<b>14</b>
<b>19.1 EACH PILOT.....</b>	<b>15</b>
<b>19.2 EACH VEHICLE.....</b>	<b>15</b>
<b>19.3 PARK FERME .....</b>	<b>15</b>
<b>19.4 COMPULSORY SERVICE PARK .....</b>	<b>15</b>
<b>20. CLASSIFICATION .....</b>	<b>16</b>
<b>21. MEDICAL AND SAFETY EQUIPMENT .....</b>	<b>16</b>
<b>22. PENALTIES .....</b>	<b>17</b>
<b>23. SECURITY PLAN .....</b>	<b>18</b>
<b>24. APPENDIX ENDURO CUP .....</b>	<b>18</b>



## 1. PUBLICATION

NPO EVENTS organizes the **OiLibya Rally Of Morocco 2015, registered to the FIM World Championship calendar and International Event with the number: 801/06**, will be the final round of the 2015 FIM Cross-Country Rallies World Championship, on behalf the name of the Federation Royale Marocaine of Motocyclisme. This event will take place in accordance with the relevant legal and administrative requirements of the host Country and with the FIM Sporting Code, the relevant FIM Technical Regulations, the FIM Medical, Anti-Doping and Environmental Codes, the FIM Disciplinary and Arbitration Code, the **FIM Cross-Country Rallies World Championship** Regulations and its Appendixes, this present Supplementary Regulations and any rule and regulations adopted by the FIM International Jury.

The present Supplementary Regulations may not be in contradiction with any of the FIM rules referred above and in particular the Sporting and Technical Rules governing the FIM Cross-Country Rallies World Championship. In case of divergence or conflict between these Specific Regulations and any of the above mentioned FIM rules, the latter shall prevail.

**FIM Approval: IMN 801/06 (450cc) / 810/06 (Women) / 811/06 (Quads) / 812/06 (junior)**

**FMNR Approval: N°05/2015**

In case of disagreement or dispute regarding the interpretation between the French and the English text, the – **English** text shall prevail. The approved Supplementary Regulations will be published in French and in English on the FIM website and on the website of the Organizer.

In any matter not covered by the FIM Cross-Country Rallies World Championship Regulations and its Appendixes, or by any other practicable FIM Rules, or by these Supplementary Regulations, the FIM International Jury shall decide.

All additional provisions of a technical or organisational nature not included in these Supplementary Regulations, will be announced by means of a numbered, dated and signed addendum signed by the International Jury. Those addenda will form an integral part of the Supplementary Regulations and are posted on the official notice board of the Rally. They will also be communicated during the riders' briefing and the riders will be notified at the earliest possible.

## 2. ACCESS

Nearest airport: OUARZAZATE ET AGADIR - MAROC

Nearest city: ZAGORA et AGADIR – MAROC

## 3. HONNOR

**The OiLibya Rally of Morocco 2015 has the greatest Honor to be placed under the High Patronage of His Majesty, King Mohammed VI.**

## 4. ORGANIZATION COMITTE

President of the FRMM:	Abdellah LARAICHI
Director of the Event:	Stéphane CLAIR
Director associate of the Event:	Emmanuelle CLAIR
Secretariat of the Event:	Didier LEFEVRE

## 5. ADDRESS OF THE PERMANENT SECRETARIAT

### NPO EVENTS

276 avenue du Douard - ZI des Paluds 13400 Aubagne France


Tél : +33 (0)4 42 840 843 / Fax : +33 (0)4 42 629 796 / E-mail : concurrents@npo.fr - Web : www.npo.fr

NPO EVENTS Competitors relation on the Rally site : Isabelle LE GAC : (+212) 6 28 80 62 37

## 6. LIST OF OFFICIALS

FUNCTION	NAME	LICENCE N°
FIM Jury President	NEVELS Erick	FIM
1 <sup>st</sup> FIM Jury Member	RITA José	FIM
2 <sup>nd</sup> FMNR Jury Member	RIDA SBAI Larbi	FIM



Clerk of the Course	ESSOUSSI Mahmoud	FIM 1949 / 9377
Clerk of the Course deputy In charge of ENDURO CUP Category	WULVERICK Jean-François	FIM 1805
FIM Technical Delegate	FERRETTI Gianfranco	FIM 9067
Technical Steward ENDURO CUP	TISON Serge	FFM 23092
Technical Steward in charge of SSV	<b>TBC FRMM</b>	
Chief Medical Officer	AUBRY Olivier	
Environmental Steward FIM	TSCHANN Florent	
Chief Timekeeper	<b>TBC NPO</b>	
Chief Security Officer	CLAIR Stéphane	
Jury Secretary	LEFEVRE Didier	FFM
Chief Media	QUERRY Mégane	
Competitors Relation	WULVERICK Jean-François	

The list of official and judges of fact - with name and licence number – of the Organization, will be displayed on the official notice board and communicated to all participants and members of the Jury.

## **7. EVENT PROGRAMME**

**7.1 Date of registration opening: 9th March 2015**

**7.2 Date of registration closing: 17th September 2015**

**7.3 Date of publication of starting list: 4th October 2015**

**7.4 Opening of Media Center**

Place: HOTEL REDA – ZAGORA / HOTEL ATLANTIC – AGADIR

Time: 18h00pm **Sunday 4th October 2015**

**7.5 Administrative checks and reception of materials and documents**

Place: HOTEL REDA – ZAGORA / Time: from 7h00am Saturday 3th and Sunday 4th October 2015

**7.6 Preliminary Technical inspection**

Place: HOTEL REDA – ZAGORA / Time: from 8h00am **Saturday 3th and Sunday 4th October 2015**

**7.7 Press conference before the start (with competitors' briefing)**

Place: HOTEL REDA – ZAGORA / Time: 20h30pm **Sunday 4th October 2015**

**7.8 1<sup>ère</sup> réunion du Jury International FIM**

Place: HOTEL REDA – ZAGORA / Time: 17h00pm **Sunday 4th October 2015** (after the end of checks)

Then each evening at the time defined during the previous meeting.

**7.9 Compulsory Competitors' Briefing**

The competitors' briefing will take place every nights at 20:30pm at the official RALLY hotel, REDA - ZAGORA and HOTEL ATLANTIC - AGADIR.

**7.10 Compulsory Briefing on Safety Materials**

Place: HOTEL REDA – ZAGORA / Heure : 17h00 le **Dimanche 4 octobre 2015**.

**7.11 Delivery of Road Book - Stage 1**

P Place: HOTEL REDA – ZAGORA / Time: at the end of compulsory training on safety material the **Sunday 4th October 2015**.

**7.12 Schedule of Stages and competitors briefing**

The official time of OilLibya Rally of Morocco 2015 is the local Moroccan time.

The competitors' briefing will take place every evenings at 20:30pm at the official RALLY hotel (REDA in ZAGORA and ATLANTIC in AGADIR).

From Monday October 5<sup>th</sup>, the Road-books will be distributed at the official RALLY hotel starting at **17:00 pm**.

<b>Monday 5th October</b>	Stage 1: 463km SS and 133km Liaisons
<b>Tuesday 6th October</b>	Stage 2: 224km SS and 141km Liaisons
<b>Wednesday 7th October</b>	Stage 3: 274km SS and 196km Liaisons
<b>Thursday 8th October</b>	Stage 4: 293km SS and 348km Liaisons
<b>Friday 9th October</b>	Stage 5: 237km SS and 79km Liaisons Prize Giving Ceremony at AGADIR

**7.13 Arrival of the Rally**

Place: Podium à AGADIR / Time: From 10h00am Friday 9th October 2015

**7.14 Final Parc Fermé**

Place: AGADIR (near the Podium)

**7.15 Final Technical Checks**

Place: AGADIR / Time: From 10h30am **Friday 9th October 2015**

**7.16 Final meeting of FIM International Jury**

Place: AGADIR / Time: **defined during the 1st FIM Meeting – For the Friday 9th October 2015**

**7.17 Publication of Final Provisional Classification**

Place: AGADIR at the parc fermé / and Hôtel ATLANTIC at the **PC Course** - Hôtel ATLANTIC

Time: From **12h00am – Friday 9th October 2015**

**7.18 Publication du Classement Final Officiel**

Place: **PC Course** at Hôtel ATLANTIC

Time: **30' after publication of provisional classification - Friday 9th October 2015**

**7.19 Prize Giving Ceremony**

Place: AGADIR / Time: from 21h00pm **Friday 9th October 2015**

**7.20 Official Notice board**

From 3th October to 7th October at the hôtel REDA in ZAGORA **at least at 21h00**

The 8th October at the hotel ATLANTIC in AGADIR **at least at 21h00**

And the 9th October **at the PC Course** and at Parc Fermé in AGADIR.



## 8. RIDERS

### 8.1 ENTRY CONDITIONS

- The maximum number of motorcycles accepted is 150
- The competitor enters the OiLibya Rally of Morocco 2015 at his own risk, being fully aware of the dangers associated with the event. For this reason, the competitor relieves the Organiser and the FRMM from any penal and/or civil responsibility in case of physical and/or material damages incurred as a result of his participation in the OiLibya Rally of Morocco
- To be registered in the OiLibya rally of Morocco 2015, any person over 18 years, from any country, must hold a FIM rider's license FIM World Championship for Cross-Country Rallies 2015 (annual or one event) delivered by his national federation.
- Any copy or 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 conforming to the capacity of the motorcycle.
- The Organizer Committee reserves the right to refuse the entry of a competitor.
- With the exception of licensed FRMM competitors, all competitors must necessarily be in possession of a start permission for OiLibya Rally of Morocco 2015 from their respective FMN. For French competitors, NPO Events will make a general request to the FFM.
- The entry fee to the Rally for the competitors and service members includes the breakfast in the hotels, rations at lunch, and diner in the official hotels of the organization. REDA – ZAGORA and ATLANTIC – AGADIR. The entry to the Rally includes the dinners from Saturday 3rd to the breakfasts of Saturday 10th October 2015, Lunch Packs from Monday the 5th to Friday the 9th October. All other type of food has to be paid directly by participants. All useful information of the Rally are available frequently on the website : [www.npo.fr](http://www.npo.fr)

### 8.2 ENTRY APPLICATIONS

- The entry requests are available to NPO EVENTS competitors department which can be joined by email :[concurrents@npo.fr](mailto:concurrents@npo.fr), by phone : +33 (0)4 42 840 843 or fax : +33(0)4 42 629 796. Forms are downloadable on the dedicated OiLibya Rally of Morocco website : <http://rallyemaroc.npo.fr/?lang=en>
- To be taken into account by the organization, the request for entry has to composed of the definitive names of the participants, be signed with the mention "read and approved" and be accompanied at least with the 500-€ amount by check or with the copy of the transfer SWIFT (not refundable). Any request of entry reaching the secretariat of the event not accompanied with the requested deposit will not be considered.
- By putting its signature on the registration form, the pilot submits itself to the only sports courts recognized by the International Sports Code and this supplementary regulation.

### 8.3 ENTRY FEES

Entry fees for a pilot, with Organizer's advertising, are the following:

	Preferential rate for amateur* valable until 18/07/2015	Standard or Professional rate
BIKE, QUAD RALLY (vehicle +1 pilot)	3 900€	4 800€

#### RATE – REQUIREMENTS TO BE MET:

\* **Reserved to amateurs who will respect the following schedule:**

Before **16th JULY 2015**: entry form sent + payment of 50% of the entry at PREFERENTIAL rate.

Before **10th SEPTEMBER 2015**: payment of the balance of the entry.

After **10th SEPTEMBER 2015**, or in no-compliance with the schedule, the STANDARD rate will be applied.

#### c) RATES are including:

- The sporting rights for the competitors,
- Liability insurance organizer,
- The medicalization by professionals if necessary,
- The insurance repatriation,
- The food (breakfast, ration, diner in the official Hotels of the Rally (REDA–ZAGORA/ATLANTIC-AGADIR)
- Prize Giving ceremony evening,
- The ID bracelet, and access rights in the Rally,
- The Road-books,
- The contribution to costs of structure of the rally,
- Vehicle stickers for the access to the bivouac and the service zones

**RATES do not include:**

- The accommodation in Hotel (optional)
- The round-trip transportation of the participants and the vehicles,
- The compulsory sporting license for the competitors,
- Fuel (compulsory fixed contribution)
- The personal spending (lunches, local purchases),
- The rent of the security equipment and compulsory navigation (Sentinel, Iritrack, GPS).

**8.4 DEPOSIT GUARANTEE**

- A 1 000€ deposit (by imprint of credit card) will be necessarily done for every crew in race during the administrative checks. The start will be refused to every competitor not having fulfilled this duty.
- This deposit will be the guarantee of your respect for the rules of search and security, of which the obligation to indicate your possible withdrawal and the ban to activate the button of alarm of the system of Tracking (red button) without grave motive bound to the medical security and the obligation to restore to the organizer the material or equipment temporarily put at the disposal of a competitor during the event, or the non-payment of a fine.
- Any intervention of the organization (4X4, truck, helicopter etc...) asked by a competitor or its service (via its system of tracking, PC Course, or any other way) for a non-medical assistance or in case of repeated requests or considered as excessive, will result in the non restoration of the deposit.
- Any intervention of the organization (4X4, truck, helicopter etc...) to look for a competitor out of the itinerary as defined on the Road-book will result in the non restoration of the deposit.
- In case of air-lifting of a vehicle, the deposit will not be returned to the pilot.
- This deposit will be restored after the event and before December 31<sup>st</sup>, 2015 to the competitors having filled the obligations expressed in the present regulation.
- The financial penalties apply the night of the 3rd stage will be paid at least before the Prize giving ceremony to the Official Competitor's relation and if not the case, the amount will be automatically debit from the deposit guarantee.

**8.5 SERVICE ENTRY FEES**

Every person regularly registered having paid his/her entire participation and wearing the bracelet of identification service. Are considered as service, the mechanics, the team managers, wishing to operate on a racing vehicle, and to reach the zones of service (according to the modalities defined in the paragraph SERVICE), and having settled its right of entry.

SERVICE	Preferential Rate* valable jusqu'au 16/07/2015	Standard Rate
Vehicle < 3,5T	900€	1 200€
Vehicle 3,5T et plus	1 500€	2 000€
ID Bracelet (mechanic, Team Manager,...)	1 900€	2 300€

**b) ENTRY FEES FOR SERVICE****PREREFERENTIAL RATE – CONDITIONS TO BE MET:**

**Reserved for the amateur services who will respect the following schedule:**

Before 16th JULY 2015: payment of 50% of the entry.

Before 10th SEPTEMBER 2015: payment of the balance of the entry.

**After 10th SEPTEMBER 2015**, or in case of non respect of the schedule, the rate will be increased by 25%.

**c) Rates are including :**

- The medicalization by professionals if necessary,
- The insurance repatriation
- The contribution to costs of structure of the rally,
- The food (breakfast, ration, diner in the official Hotels of the Rally (REDA–ZAGORA/ATLANTIC-AGADIR)
- Prize Giving ceremony evening,
- The bracelet of identification, and access rights in the Rally,
- Vehicle stickers for the access to the bivouac and the service zones.
- The authorization to intervene on race vehicles in service zones planned and the service park.



**d) Rates do not included :**

- The accommodation in Hotel (optional)
- The round-trip transportation of the participants and the vehicles,
- Fuel (compulsory fixed contribution)
- The personal spending (lunches, local purchases...).

## **8.6 TRANSPORTATION**

The appointment for the participants of the rally is set to ZAGORA. The flow of participants, vehicles and equipment is not managed by NPO EVENTS. Negotiated rates are offered to all participants who wish so (ship, aircraft). Quads and Bikes transportation is proposed round trip from France. Information are available from the competitors Department of NPO EVENTS.

## **8.7 PAYMENTS**

For French competitors, payments will be made in Euro by check, postal, bank transfer to the order of NPO EVENTS or credit card.

- For non-French competitors, payments will be made mandatory in Euro by bank transfer or credit card swift. **After September 10<sup>th</sup>, 2015, payment ONLY by bank transfer or Credit Card.**
- NPO EVENTS will only accept one single payer by vehicle or team. This person has to make the payments according the schedule defined.
- To participate to the OiLibya Rally of Morocco 2015, each participant will necessarily be paid the amount of its entry entirety by **September 17, 2015 24:00** exclusively by bank check, bank transfer or credit card at the following address : NPO EVENTS - 276 Avenue Douard - ZI les Paluds 13400 Aubagne – France.
- **The start will be refused to any competitor who does not pay its entry fees and the deposit.**
- **Invoicing** : After registration and if requested, a single invoice will be issued to the name and address of the payer showing all service paid to NPO EVENTS. In no account NPO EVENTS may not charge more than one persons or entities for the same file.

**Bank details NPO EVENTS :**

**NEUFLIZE OBC PARIS – 3 avenue Foch 75008 PARIS**

**IBAN : FR76 3078 8001 0011 1212 4000 142 / SWIFT CODE : NSMBFRPPXXX**

## **8.8 REFUSED REGISTRATION – WITHDRAWAL - PACKAGE**

Pre-entries are personal and non-refundable.

To avoid any contesting, the cancellations of registrations and the requests of refund must be only expressed by registered letter with recorded delivery. In case of cancellation of request of entry of a competitor, he will be held from him :

- The amount of non-refundable application fee (300 € / pers.)
- Until August 27<sup>th</sup> 2015: 50% of the total entry based on the standard rate.
- From August 27<sup>th</sup> 2015: 100% of the total entry based on the standard rate.

**All entry fees paid will be refunded no later than 31 December 2015 to competitors whose entry has been refused by the organizing committee. Following the technical and administrative scrutineering, a competitor is allowed to start for non-compliance of the vehicle and / or its documents, not be entitled to any refund of entry fees.**

## **8.9 CANCELLATION OR POSPONEMENT OF THE EVENT**

In case the start of the event could not be given, for whatever reason (and the following is not an exhaustive list), e.g. non obtainment of agreement by the federation and/or withdrawal of the agreements given by the federations, or of their passage agreements, political turmoil making it impossible to hold the Rally, financial shortcomings making it impossible to organise the sporting or technical aspects of the Rally, problems over the embarkation or disembarkation of the equipment of the competitors etc, NPO EVENTS would only be liable to pay the participants the amounts of the entry fees paid to NPO EVENTS excepted the 300€ of registration fees non refundable. In case the start has to be postponed NPO EVENTS would immediately warn each competitor by registered letter of the new calendar of the Rally.

Therefore if competitors could not participate in the race because of this postponement, they would be offered 8 full days maximum from the date to receiving the registered letter with acknowledgment of receipt, in order to claim, by registered letter, the reimbursement of the entry fees paid to NPO EVENTS, excepted the 300€ of registration fees non refundable. In no case could the participants claim any compensation.



## **9. PARTICULAR CONDITIONS OF THE HOST COUNTRY**

**Visa:** For French citizens no visa is necessary for Morocco. Only a valid passport is required. Any other nationalities may contact their embassies. NPO EVENTS is available to send invitations to the competition if necessary.

**Required / Recommended vaccinations:** None.

**Vehicle Registration:** All vehicles must be registered and issued with a final registration certificate. Temporary or provisional registrations will be banned. All regular registrations are authorized in Morocco.

It is the under the responsibility of the competitor and service entered to check and prove to the organization that their vehicle is insured in MOROCCO.

**In no case NPO Events can be prosecuted if a vehicle is not in accordance with Moroccan law.**

**Customs:** An ATA Carnet is highly recommended.

## **10. CATEGORIES**

Refer to art. 080.7.1 FIM Regulation

### **10.1 FIM CATEGORIES**

- Category 1: World championship 450cc
- Category 2: World Cup Quads
- Category 3: World Cup Women
- Category 4: World Junior

### **10.2 ADDITIONAL CATEGORIES**

- Category 5: More than 450cc
- Category 6: Enduro Cup

OiLibya Rally of Morocco 20145 ENDURO CUP category is open to all machines conform to the specifications of the official catalog of the manufacturer, and defined as follows. All machines must be registered and issued a final registration certificate (registration certificate).

The temporary registration and all temporary registrations will be banned.

## **11. IDENTIFICATION**

### **11.1 ACCESS TO THE RALLY**

Access to the rally is restricted to persons wearing an identification bracelet of the OiLibya Rally of Morocco 2015 (Competitors, assistant Organizing press accompanying, VIP) and vehicles officially entered.

**Any violation will result in penalty at the discretion of the Jury, up to the exclusion of competitors and Team.**

### **11.2 ID BRACELET**

**An identification included in the entry will be given to each participant of the rally OiLibya of Morocco in 2015 during the administrative checks.**

The organizer will check this means of identification of the participant **systematically at each dinner**, site of accommodation, SERVICE area and at the entrance to the prize giving ceremony. The presentation by the participant is required to each request of the organizer.

**Any defects found by a judge of fact incur a penalty of 250€.**

In case the bracelet is deteriorated the participant will ask the person in charge of Competitor Department to replace it in exchange for the old one.

The bracelets SERVICE allow access to the service park and work on racing vehicles. The presentation of this means of identification by the assistant is required for each request of the organizer.

**Defects found by a judge actually incur a penalty of € 250.**

### **11.3 MARKING OF VEHICLES**

See Appendix 080 FIM Cross-Country Rallies, Section 080.8.2.1 page 23.

## 12. ADVERTISING

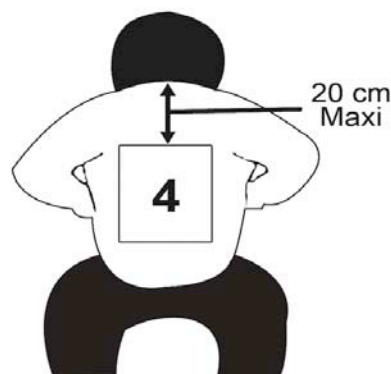
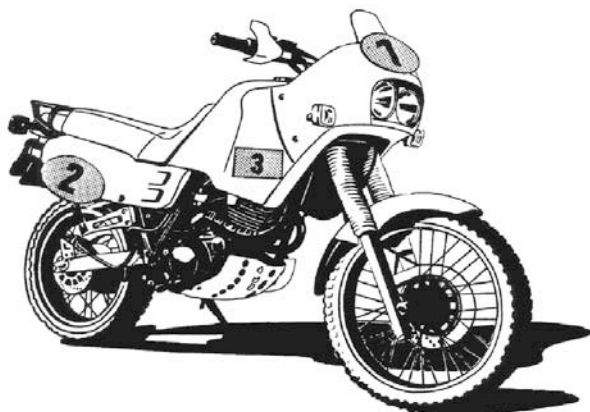
It is possible for competitors to affix advertising freely on their vehicles as long as the following:

- 1) is authorized by the FIM supplementary regulation and the legislation of the Morocco;
- 2) is not contrary to morals and customs;
- 3) does not encroach on areas reserved to official numbers and partners of the Rally.

It will be provided to verify the bib and race number plates and compulsory publicity official of the organization.

### Compulsory advertising :

1. 1 front plate 24 x 30 cm with the race number.
2. Two side plates 24 x 30 cm with race number.
3. 2 plates advertising side of 12 X 8 cm on a vertical part
4. A bib is distributed at the checks (in all its dimensions in the back).



The pilot must book on his machine the space needed to affix the plates and panels. If the machine does not ideally surfaces necessary, it will be the rider to provide them, all changes are prohibited stickers (cutting etc...) before reporting to technical controls. No exceptions will be accepted.

The bib can be cut and / or amended. The upper edge of the bib, front and rear, will be located up to 20 cm from the top of the neck of the rider. It is authorized to reproduce the bib directly into the bike if the reproduction is consistent with exact dimensions and requirements of regulations.

In case of refusal of the optional advertising, the entry fees will be increased by 60% over the rate in effect at the date of receipt of payment.

These markings required, will be distributed by the organization during checks. They have to be present on the vehicle such as mentioned, throughout the duration of the rally. The organization will check every day these markings, and in the absence of one of them, penalties can be applied to the participant (competitor or service).

### **Penalties:**

A the technical scrutineering: Start refused

At the start of each stage: 1st infraction: penalty equivalent to 60% of the entry fee of the machine. The rider must pay the financial penalty before starting the next day's stage.

The competitors relation based at the organiser's hotel control will have spare plates and stickers in the case of loss or damage throughout the rally. It is the riders responsibility to come and ask for them.

## 13. STARTING ORDER

The race numbers will be assigned according to the article 080.6.1 of appendix FIM 2015 for cross-country Rallies, **then according to the list of priority riders NPO EVENTS**, and finally according to the order of arrival to the secretariat.

### **13.1 MINIMUM INTERVAL BETWEEN THE LAST BIKE AND THE 1<sup>st</sup> CAR**

An interval of 30 minutes will be counted between the ideal starting time of last motorcycle and the first car, at the start the stage. **In no case, the rider shall start once the first racing car has taken the start.**

### **13.2 STARTING ORDER FOR THE 1<sup>st</sup> STAGE**

**The starting order of the first stage will be done according to article 080.17.3 of appendix FIM for Cross-country Rallies.**

At the start of each stage, the first **10 pilots will start one by one every 2 minutes**. After the 10 first riders, next riders will start one by one every 30 seconds.



### **13.3 STARTING ORDER FOR THE 2<sup>nd</sup> STAGE AND FOLLOWING**

The starting order of the 2nd stage and the following stages, will be made in the order selective section overall classification, of the previous stage, all categories included.

The 3 pilots who have made the best times of the overall classification, can choose their starting order of the day, in the top 6 first pilots to start. The first rider to choose will be the one who made the best time, then the second best time and the third fastest time.

At the start of each stage, the first **10 pilots will start one by one every 2 minutes**. After the 10 first riders, next riders will start one by one every 30 seconds.

## **14. ROAD BOOK AND NAVIGATION**

The road book, descriptions of the first stage of the competition will be given to competitors at the issue of the mandatory safety and navigation training on Sunday 4<sup>th</sup> October 2015 at the official hotel of the RALLY.

Then the road book of the following stages will be presented daily at the official hotel of RALLY from 17:00pm. Competitors who arrive late at the hotel can go to Competitors Department, the official hotel of RALLY: REDA – ZAGORA et ATLANTIC – AGADIR.

The information transmitted from the openers will be provided to competitors during the briefing and displayed on the notice board.

### **14.1 SPECIFIC AREAS OF SERVICE**

See art. 080.18 of FIM regulation.

#### **1) On the selective section, service is allowed:**

- Only the crew of a car, motorcycle or truck entered and still in the race.
- For a vehicle of the service after closing time of CH following the location of the stop. The service crew or team manager **MUST** first check with the PC Race for authorization and confirmation of the closing hours of the various CP and inform its mission, under penalty decided by the Jury.

#### **2) On liaisons or transfers, and at service points, service is allowed:**

- Only in those notice in the race Road-book,
- By the crew of a car, motorcycle or truck entered and still in the race.

#### **3) At the service park:**

- Service is authorized **ONLY IN THE COMPULSORY SERVICE PARK** created by the organization. The exact location of this specific area will be communicated to competitors in the rally guide.
- Only refueling or washing, transfer to the hotel will be authorized out of the SERVICE PARK, provided that the **Iritrack systems is in operation**.
- **Each pilot will have to indicate on the card during the scrutineering, the hotel where the bike/quad will be placed in case of not being parked in the SERVICE PARK.**
- Concerning tests, they will be authorized only under a radius of 10km around the service park and out of the route of the stage of the day and those of the day after.
- In case of violation a penalty at the discretion of the Jury, up to the exclusion of the competitor and all members of his service team.
- Service can only be done by SERVICE accredited persons regularly entered and they shall whenever required show their SERVICE identification bracelet.
- **The only service vehicles allowed in the service park, are those which are regularly entered as SERVICE vehicle of the Rally.**
- Any race vehicle which have withdrawn, may be considered as a service vehicle at the condition to obtained the approval of the Clerk of the Course prior, specifying the vehicles to be assist. The race number will have to be crossed out the D-Day.
- To be assisted by a service vehicle, a competitor stopped on the route of a stage, must ask himself or his representative in the team, to obtain permission from the Race Director. If agreement is reached, the DC will set forth the terms of this intervention and shall equip his vehicle with a tracking system given by the PC Course. Once completed and as soon as he return to the service park, the representative of the team must return the tracking system to the PC Course. In case of breach of these terms the competitor assisted best placed will be penalized at the discretion of the Jury. This penalty up to exclusion.
- All vehicles registered in the Rally, **will have to drive into the area and access to the service Park at a**



**crawl speed.** Any behavior judged as dangerous in this area, will be punished at the discretion of the Race Direction or of the Organizer.

## **15. FUEL / AUTONOMY**

### **15.1 AUTONOMY**

#### **RALLY CATEGORY:**

- **vehicles in RALLY category must have a minimal autonomy to cover 250km to complete a selective sector.** For security, another 10% extra-fuel is recommended. Each rider is responsible for calculating its autonomy, it can not under any circumstances turn against the organization when his vehicle failed to cover the minimum distances of 250km whatever the type of land.
- Refueling in the selective section is organized by NPO EVENTS. This package is mandatory and non-refundable in case of abandonment. This amount will be paid by any means at your convenience but not later than the administrative checks (cash only).
- In the special, the supply for BIKE/ QUAD in rally category, is made in a mandatory neutralization of 15 'to the refueling point (ESS) mentioned in the road book. For BIKE/ QUAD in ENDURO CUP Category, the time for the refueling is including in the race time.

### **15.2 FUEL**

- The use of aviation fuel (AVGAS) is authorized. The use of bio fuels will be accepted after declaration, after acceptance by the Organizing Committee, but it will not be provided by the organization. Applications must be made before 22 September 2015.
- Refueling is permitted only:
  - o Point of sale fuel in local stations on liaison,
  - o Refueling points NPO EVENTS determined on special.
- For safety reasons, it is the rider when his refueling, make sure it is installed on a non-flammable area (dry grass, branches), at a respectable distance from other vehicles.
- The Pilot is responsible for his refueling. **The engine must be stopped during the refueling operation.**
- The non-compliance with the terms listed above will result in penalties up to exclusion.
- The fuel supply is allowed between competitors.

## **16. CLOSING OF THE TRACK**

- An organisers 'sweeper truck' will close the route of the special, as noted in the road book. **The sweeper truck will pick up the people whose vehicle have broken.** If possible according to the available space, quads or bikes could be picked up.
- In any case the organization (the sweeper truck or other vehicles of organization) will pick up the bikes that were outside the course of the special, as notified on the road book.
- The sweeper truck unload the bikes in SERVICE PARK or any place that the organization has defined as most suitable for the recovery of the machine by the driver or service.
- In desert sectors, **it is impossible to guarantee that the sweeper truck will pass at the exact place where a vehicle has broken down.** It is the competitors responsibility therefore to signal his position with the aid of the survival equipment he has on board.
- No action may be taken against the organisers regarding this topic.
- Riders who leave their machine, do so on their own and full responsibility. **No appeals against the consequences of theft of their machine can be committed against the organization.**
- Competitors who refuse to be taken by the sweeper truck do so entirely at their own risk and must sign a discharge form which will be presented to them by the members of the organisation responsible for closing the track. **No action may be taken against the organisers resulting from the consequences of the refusal of competitors to be picked up by the sweeper truck.**
- In case of retirement during a selective sector as a result of mechanical break down competitors must wait for the sweeper truck. All using of the Iritrack system alarm button without safety reasons, and in particularly before the arrival of the sweeper truck will result in the deposit not being returned.
- **All intervention on the part of the organisation (with 4x4, truck, helicopter etc.) for the search of a competitor not on the itinerary as defined by the road book will systematically result in the keeping of the deposit.**
- **If a machine should be hoisted, the deposit will not be return to the pilot.**

## 17. TRAFFIC

### 17.1 GENERALITY

See Art. 080.12 Appendix FIM Cross Country Rallies.

Motorcycles must comply with national legal requirements for road traffic in the country where the vehicle is registered, as well as other rules specified in this Regulation. Equipment in all categories must comply in all respects with the International Convention on Road Traffic.

During the course of the race, riders must strictly observe the code of Moroccan Road.

**Competitors must, in all cases, adapt their driving to field conditions changing frequently and more attention will always be necessary, regardless of the type of route (selective routes, off-road, ...).**

### 17.2 SPEED LIMIT

#### For competitors

The speed of vehicles in race through the towns and villages crossed defined as "areas of speed control" either in road section or **selective sector**, will be limited to 30 km /h, 50 km /h according to the stages, or less if specified by the local signal panels. On the roadbook, all areas considered dangerous for the competitors or the local population will be indicated. Speed checks will be carried out by GPS.

#### For assistance vehicles

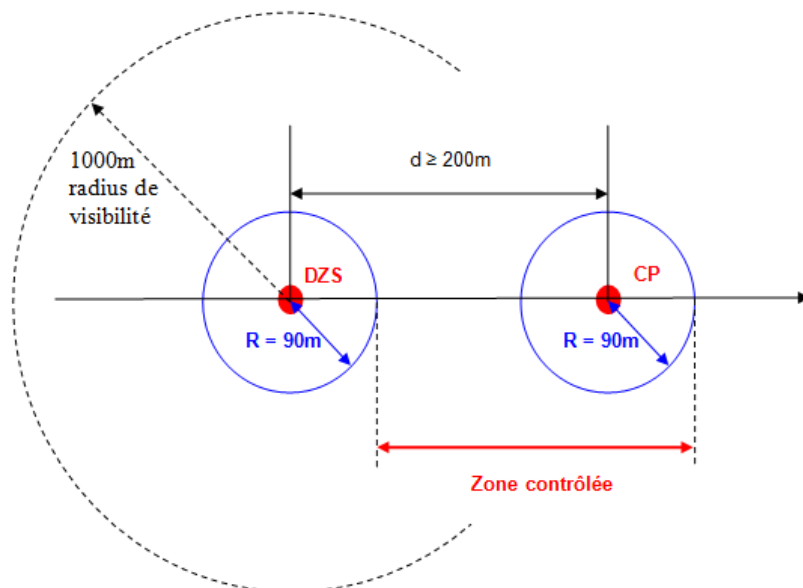
The speed of service vehicles in towns and villages, following the service road book will be limited to 30 km /h or 50 km /h depending on the Stages, or less if specified by the signs premises.

Overtaking is prohibited. The staff of the organization will carry out checks and the Jury will decide of penalties.

### 17.3 SECURITY AREA AT CP

For security reason, CP will be in speed limit zone of 30km/h maximum, to slow down the competitors in these compulsory control zones.

Speed control will be made as following:



- Les panneaux réglementaires d'entrée de zone de CP n'indiquent pas le Début de Zone de Sécurité (DZS)
- Seules les informations affichées sur l'écran du(des) GPS feront foi
- En cas d'infraction, le concurrent sera pénalisé et le calcul des pénalités sera le suivant :
  - Entre 1 et 5 km/h : 30 secondes x le nombre d'impulsions + un montant forfaitaire de 20 € ;
  - Entre 6 et 10 km/h : 1 minute x le nombre d'impulsions + un montant forfaitaire de 50 € ;
  - Entre 11 et 20 km/h : 5 minutes x le nombre d'impulsions + un montant forfaitaire de 100 € ;
  - Au-delà de 20 km/h : 10 minutes + un montant forfaitaire de 300 € ;

2<sup>ème</sup> impulsion : Toute autre impulsion au-delà de 20 km/h entraînera une pénalité à l'appréciation du Jury International FIM et pouvant aller jusqu'à l'exclusion.

## 18. INSURANCE



## **18.1 CIVIL LIABILITY**

The Organizers have taken out a Civil Liability Insurance policy for sporting events in accordance with the legislation: **FILHET-ALLARD, Rue Cervantes – Mérignac – 33735 BORDEAUX Cedex 9 – France**  
Guarantees are acquired for Morocco.

This contract has for purpose to cover, in case of accident, fire or explosion suffered during the rally, the financial consequences to a third party to competitors.

The entry fee includes the insurance prime to cover the competitor's Civil Liability in respect to Third Parties, limited to the following amounts:

- 500.000 € for equipment, other than those covered by civil liability of the vehicle
- 6.100.000 € for bodily injury, other than those covered by civil liability of the vehicle

This guarantee takes effect the moment vehicles have entered scrutineering. The guarantee finishes, at latest, the 9<sup>th</sup> of October 2015, at the exit of the last park fermé.

In case of an accident the competitor or his representative must make a written declaration within 24 hours addressed to the director of the race or the Competitors' Relations Officer, detailing the circumstances of the accident as well as the names and addresses of witnesses.

The insurance contract in no way relates to the theft of vehicles, spare parts, etc. In the case of theft occurring during the crossing of a country during the rally, the responsibility of the organizers can in no way be invoked.

This contract does not cover:

- The responsibility of any third party does not hold a driver's license or sporting licence in accordance with this Regulation
- The driver's responsibility in respect of another competitor committed in the Rally.

The competitor and / or the crew enter the OiLibya Rally of Morocco in 2015, with full knowledge of the risks that the development of this event can lead to run. They release in advance the organizers and officials of any criminal or civil liability for personal injury or material damage during the OiLibya Rally of Morocco 2015.

The participant is solely responsible for the validity of various documents required to participate in the OiLibya Rally of Morocco 2015 and in particular the validity of the driving license, the vehicle registration and vehicle insurance.

The Organizing Committee is not responsible for the consequences of violations of the laws, regulations and orders of Morocco, made by competitors or their service and will exclusively be borne by them.

## **18.2 MEDICAL RAPATRIATION**

The organization have taken out health repatriation insurance:

**FILHET ALARD, Rue Cervantes – Mérignac – 33735 BORDEAUX Cedex 9 – France**

Beneficiaries : Competitors, organization members, service providers and their employees. Journalists, individuals invited by the organizer, those of the partners and all persons participating in a VIP trip organized by NPO EVENTS, the officials, regularly register to the rally.

In case of bodily injury, the medical team of the rally will put in process and organize the transport of the beneficiary from the place of the accident to the bivouac of the rally or the nearest appropriate medical facility, using the terrestrial or aerial means of the rally.

Decisions will be based only on the medical aspect and the respect of the health regulations in vigour.

The contract in accordance with the FIM regulations.

**It is strongly advised to hold a specific insurance and to check with its insurer the guarantees of which it benefits, in particular because of his participation in an international competition.**

NPO Event have contacts of Insurer at the disposal of competitors who need.

## **18.3 INDIVIDUAL ACCIDENT INSURANCE**

For French competitors: your sporting licence competitor covers you individually accident death capital - capital invalidity and medical expenses. (Information available from the FFM).

**Competitors must contact their national federations to find out what cover their race license provides. They are also advised to take out additional insurance with the insurance broker of their choice or with the insurance company that will be present to the scrutineering.**

For competitors asking for a Moroccan national license, it is mandatory to give to the Organiser proof of personal insurance in case of death or disability coverage each member of the crew with a minimum of 30 000€, for the OiLibya Rally of Morocco 2015.

## **19. ADMINISTRATIVE DUTY**



**Administrative checks will take place** Saturday 3th and Sunday 4th October 2015 at the hotel REDA - ZAGORA.

**Administrative check are compulsory for pilots, service and registered accompanying persons**

Each competitor will receive an convocation for that checks, specifying the day and exact time at which he has to show his vehicle to the scrutineers and officials in charge of these checks.

**The Schedule will also be posted in the REDA Hotel – Zagora**

**At the entrance of the administrative check, a CH will be positioned.** Any delay up to 30 minutes, compared to the previsionnal competitors time, will result in a penalty of 100€

A Charter of good conduct will have to be signed by all participants (in race or not).

**Schedule for the technical checks will be given to the crews at the end of the administrative checks, and mentioned on their Check Tome card.**

Technical checks will take place Saturday 3<sup>rd</sup> and Sunday 4th October in the REDA Hotel – Zagora.

Any vehicle not in accordance to the rules of the Rally during the Technical checks will be either changed of Class or refused to take the start (decision of the Jury). In that last case, entry fees will be kept by the organizer.

### **19.1 EACH PILOT**

**Each participant will receive a Checks card, which will be stamped at each administrative and technical booth.**

The pilot must show originals documents:

- Sport license 2015 (**FIM World Championship Rally TT, annual or one event**).
- The motorcycle driving license corresponding **to the capacity of the vehicle registered**.
- Valid passport **with a validity date of 6 months after the date of entry into Morocco**.
- For owners only annual license, permission to run abroad **issued by the National Federation**.(for license one stage, it is directly serve as authorization to run)
- The vehicle registration (to perfectly comply with the vehicle shown).
- The insurance of **the registered vehicle**.
- **If the vehicle is not the rider's name**, the property title and a permission of the owner for the loan of the vehicle **to the rider registered**.
- **The deposit** (Required sporting deposit to be filled and signed).

Competitors are solely responsible for the validity of the documents required to participate in the Rally Oilibya Morocco. They may in no circumstances hold harmless the organization in case of non-validity of these documents. Competitors solemnly swear to present valid documents. No photocopies or certificate of loss or theft of any documents whatsoever will be accepted.

**Competitors will mandatorily accept and sign the Charter of good conduct, entry conditions of the Rally as well as transfer of image rights.**

During the administrative checks, there will be a period of training **REQUIRED** operation of safety equipment and navigation.

### **19.2 EACH VEHICLE**

The registered pilot will compulsory arrive to the scrutineering with:

- The vehicle register
- The vehicle registration or certificate of registration in good standing (not WW)
- The insurance of the vehicle engaged.
- The FIM approved helmet (with the name of the rider and his blood group)
- The full body protection.

To be shown at the checks, the pilot should have done the following steps:

- The stickers: number of the competitor and advertising will be installed on the vehicle.
- Support security systems and navigation must be fixed on the vehicle.
- The power required for navigation and safety systems, must be functional.

### **19.3 PARK FERME**

Park fermé has not been planned during the event, except for the final inspection of the rally from crossing the finish line of stage 5, October 09, 2015.

### **19.4 COMPULSORY SERVICE PARK**

- Access to the COMPULSORY SERVICE PARK is exclusively reserved for people with an identification



bracelet OiLibya Rally of Morocco 2015 (competitors, assistant, organizer, media, accompanying VIP) and vehicles **officially entered**. No other person or vehicle will be allowed to enter the service park. This is mainly for safety reasons and insurance. Any **violation** will result in a penalty at the discretion of the Jury up to **the exclusion of the competitor and Team, with the lost of entry fees**.

- **Each participant, following official entries declared and paid, will be assigned an area at the dimensions needed.** Regularization of registration may be made no later than the day of administrative checks. Any delay or undeclared access attempts will be subject to a financial and/or sporting penalty for fraud, by the Jury or the organization.
- Service, ie all interventions on race vehicles and must imperatively be made in the compulsory service park defined by the organization, and done by persons officially accredited for this purpose: the owners of a SERVICE bracelet.
- Any other intervention, and only by an other competitor still in race not having checked in at the CH of DSS, neither than, CH ASS, will be forbidden. No other person shall intervene on the vehicle.
- **Each pilot will have to indicate on the card during the scrutineering, the hotel were the bike/quad will be placed in case of not being parked in the SERVICE PARK.**

## 20. CLASSIFICATION

See Appendix 080 FIM Cross-Country Rallies art. 080.34

### 20.1 LIST OF PRIZES

Every finisher will receive a medal, and prizes will be awarded according to the following list:

<b>Scratch Classification:</b> 1 <sup>st</sup> , 2 <sup>nd</sup> AND 3 <sup>rd</sup>	prizes for each one
<b>Class World Championship FIM 450cc:</b> 1 <sup>st</sup> , 2 <sup>nd</sup> AND 3 <sup>rd</sup>	prizes for each one
<b>Class FIM Quad:</b> 1 <sup>st</sup> , 2 <sup>nd</sup> AND 3 <sup>rd</sup>	prizes for each one
<b>Class FIM Women:</b> 1 <sup>st</sup> , 2 <sup>nd</sup> AND 3 <sup>rd</sup>	prizes for each one
<b>Class FIM Junior:</b> 1 <sup>st</sup> , 2 <sup>nd</sup> AND 3 <sup>rd</sup>	prizes for each one
<b>Class FIM Open (+ 450cc):</b> 1 <sup>st</sup>	one prize
<b>Challenge 1<sup>st</sup> Veteran (more than 45 yo):</b> 1 <sup>st</sup>	one prize
<b>Challenge 1<sup>st</sup> Super Veteran (more than de 55 yo) :</b> 1 <sup>st</sup>	one prize
<b>Moroccan Challenge:</b> 1 <sup>st</sup>	one prize
<b>1<sup>st</sup> Participation BIKE/QUAD Rally:</b> 1 <sup>st</sup> AT SCRATCH	one prize

### 20.2 CEREMONY

The awards ceremony will take place October 09, 2015 in AGADIR. The crews did not show up at the distribution of prizes lose their entitlement to prizes and awards that were given to them without that classification be amended.

## 21. MEDICAL AND SAFETY EQUIPMENT

During the administrative checks each crew must complete the MANDATORY training session on equipment safety and navigation systems.

### 21.1 GPS UNIK II with integrated sentinel

During the next OiLibya rally of Morocco Bike and Quad pilots will exclusively equipped with the latest GPS from ERTF: GPS UNIK II. Information about installing the system on the vehicle are available on the rally website and with ERTF. All competitors in the rally will be equipped with this system to pass scrutineering.

For information request and orders, please contact:

**ERTF** : Department Cross-country / Tel :+33 (0)2 97 87 25 85 / [competition@ertf.com](mailto:competition@ertf.com)

The system must be operational during the course of each stage. The startup of the equipment is under the responsibility of the competitor. Any findings of non-functioning due to rider incur a one hour penalty.

Any pilot who received multiple warning sounds in a given time who did not belong to allow doubling may be penalized at the discretion of Jury. They may, under the circumstances, apply other penalties (financial or time), possibly to the best pilot ranked of a team at fault. If case of request, an unloading device data is performed.

### 21.2 GPS OPERATING

- The GPS uses the GPS points visible, Masked (WPM), Eclipse (WPE), Security (WPS).



- The competitor must respect the chronological order of the GPS points of the stage considered. If necessary, the competitor can force the GPS to lock onto another GPS point by the "WPT +" or "WPT" key.
- When the competitor enters a **circle of 1km radius around a WPM**, GPS displays useful information: COG (cap over ground), SOG (speed over ground), CTW (cap to Waypoint), DTW (distance to Waypoint) and the arrow. **To validate the passage, the competitor must pass within 90 meters of these points.**
- **For WPE**, all information is displayed from the moment the competitor passes the previous WPM, regardless of the distance between the WPM to WPE.
- When a competitor enters a **circle of radius of 3km from WPS, DSS, ASS, or DZ**, GPS displays the same information. **To validate the passage, the competitor must pass within 90 meters of these points.**
- The FZ is a WPE, GPS display information when the competitor has passed the DZ, even if it is more than 3 kms. **To validate the passage, the competitor must pass within 90 meters of these points.**
- **To validate the passage, the competitor must pass within 90 meters of these points.**
- **For safety matters, CP will be in speed limit zones of 30km/h, to slow down the competitors in these compulsory control zones.**
- Detailed information of these zones will be detailed in the Road-book or by the Opening Car crew of the Rally.

### **21.3 TRACKING SYSTEM**

- Every competitor must be equipped with a satellite tracking system. Such material chosen for the OiLibya Rally of Morocco 2015 is the Tracking system of ASTRIUM company. Every rally participant must be equipped with it to pass the technical checks.
- The start-up of the manual set up button for the Iritrack (red button), without safety reasons, is the financial responsibility of the competitor, and may result in exclusion.
- For more informations and to make the order, please contact :  
**ASTRIUM** : Tel :+33 (0)1 48 84 34 14 / Email : [claire.holloway@astrium.eads.net](mailto:claire.holloway@astrium.eads.net)

### **21.4 SERVICE IN CASE OF ACCIDENT**

It must be remembered that ethics demand that a crew seeing an accident has occurred must stop in order to provide help in the most appropriate manner until the rescue service arrives.

Also, it must be remembered that major means are implemented to shorten the intervention times.

Any crew that witnesses an accident placing another competitor in physical danger must:

- stop,
- press the RED button on their "tracking system, localization and communication with competitors" (iritrack ASTRIUM)
- phone call to the rally HQ (blue button) to report the situation,
- wait for the rescue service or another competitor to arrive,
- press the green button on their iritrack, to signal that they are leaving the site.

The time delay between the 2 alerts on the Iritrack ASTRIUM (green button) will be taken out the Selective Section of the day for the pilot arrived first on the accident site; on demand of the competitor at the end of the stage.

### **21.5 MEDICAL EQUIPMENT**

Each rider must provide himself with a first aid medical kit. See art. 080.27.1. FIM Appendices

### **21.6 SURVIVAL EQUIPMENT**

Each rider must provide himself a compulsory survival equipment. See art.080.28 FIM Appendices 2015

**Wearing a back protection and a vest with front protection is mandatory.**

Wearing a cervical collar protection is highly recommended.

**In the ENDURO CUP category, a soft water tank of 3 Litres is compulsory.**

## **22. PENALTIES**

### **22.1 MAXIMUM TIME ALLOWED AND CONTROL OF PASSAGE**

See Annex 080 FIM Cross-Country Rally, art. 080.21.1 and art. 080.22

### **22.2 PENALITE FORFAITAIRE ET SPORTIVE**



Voir Annexe 080 FIM des Rallyes TT, art. 080.17.8 page 41 et art. 080.24.

**A fixed Penalty (FP)** is applied for exceeding the maximum allowed time (TMA) on a selective sector or time limit on liaison section, or non-compliance of sporting rules **its value is 2H**.

**A Sporting Penalty (PS)** is provided in the case of non-compliance of a sporting rule to avoid exclusion, **its value is 2H**.

**Lack of validation of a WPM, WPE, DZ and FZ will be punished by a fixed penalty in minutes.**

**A 20-minutes penalty punishes any lack of validation of a WPM, WPE, DZ and FZ, except for specific WP which will be précised to the competitors on a document handed during the administrative checks.**

**A 120-minutes penalty punishes the lackt of validation of a WPS.**

## **23. SECURITY PLAN**

### **23.1 AIR AND LAND RESOURCES**

In addition to security systems positioned on each vehicle of competitors and real-time monitoring by the PC Race, here are the resources deployed in the field during the whole rally.

- 3 vehicles, A type, Rapid Intervention vehicle, here after named « Tango ».
- 1 vehicle, C type, mobile rehabilitation center, here atfter named « ambulance ».
- 1 premise in the organization hotel, named « PC Médical ».
- 1 helicopter entirely dedicated to the medical rescue.
- 1 helicopter non entirely dedicated to the medical rescue but with a doctor aboard.
- 2 medical bikes on the tracks during the race.

### **23.2 COMPOSITION OF MEDICAL TEAM**

The team of medical professionals will consist of:

- A medical team composed of 11 doctors, 1 anesthetist nurse, 1 nurse experimented in urgent cares, 1 kinesitherapist, 2 doctors on bikes, 1 Emergency Coordinator and relation with the FIM Jury, during the whole race.
- An anesthetist, one trauma surgeon and one kinesitherapist at the « PC médical »
- An anesthetist and/or intensive care specialist, and one nurse experimented in urgent cares in the medical helicopter.
- An emergency physician in the helicopter non entirely dedicated to the medical rescue.
- 5 physician and 1 anesthetist nurse in 3 « Tango » vehicle, with 1 physician per « Tango »
- One physician at the PC organization, to regulate the medical interventions and handle if needed the medical evacuations.
- One physician in the ambulance.

The team will be split in the vehicles with one 1 physician and 1 paramedic at the start of the stage – at the start of the SS – every 100 kms in the stage – at the arrival of the SS – to the bivouac.

## **24. APPENDIX ENDURO CUP**

### **24.1 GENERAL INFORMATION**

Every pilot entered in the Enduro Cup category should have the knowledge and should comply with this FIM Bike supplementary regulations for the OiLibya Rally of Morocco 2015 and this Appendix Enduro Cup.

Any point mentionned in this appendix sbubsitute for the Rally Supplementary Regulations.

Any question not mentionned in this Appendix or the Rally Supplementary Regulations will be subject to the interpretation of the Clerk of the Course.

### **24.2 ENTRY APPLICATION**

- Every pilot registered in the Enduro Cup category should have the knowledge and should comply with the FIM Bike supplementary regulations for the OiLibya Rally of Morocco 2014 and this Appendix Enduro Cup.
- The entry requests are available to NPO EVENTS competitors department which can be joined by email :concurrents@npo.fr, by phone : +33 (0)4 42 840 843 or fax : +33(0)4 42 629 796. Forms are



downloadable on the dedicated OiLibya Rally of Morocco website : <http://rallyemaroc.npo.fr/?lang=en>

- For all information regarding rates, entry conditions, payment, see the entry form and entry fees conditions for ENDURO CUP.

### 24.3 ENDURO CUP CATEGORIES

The ENDURO CUP category (6) is composed of 2 Class:

- BIKE (all engine size)
- QUAD (2 or 4 WD, all engine size)

### 24.4 TECHNICAL REGULATION ENDURO CUP

The OiLibya Rally of Morocco 2015 on the ENDURO CUP category is opened to all vehicle in conformity to the specifications in the official bike manufacturer presentation and defined as follow.

All vehicles must be registered and provided with a permanent logbook (registration certificate). The W and WW and any provisional registrations are not allowed.

**In the ENDURO CUP category**, the vehicles registered must compulsorily :

- An « Enduro » vehicles, produced in series to at least 200 copies
- In original configuration ; entirely corresponding in the commercial catalog in the series of the manufacturer and be normally sold in the business. They have to be homologated.
- Mantling or adaptation of a steering damper is permitted.
- The **tank** must be in original configuration or regularly traded in the manufacturer's catalog. It will have an **autonomy to make at least 90 km +10% of selective section**. The organization puts in place a fuel refueling every 90 km.
- The engine must be in original configuration and homologated with carburetor and accessories (alternator, starter and ignition system complete). He will remain in its original building completely, only the fitting of an oil cooler is allowed. Repairs are free.

**In the Enduro Cup category : remain free**

- The presence of the meter and tachometer in original configuration, provided that their location can be used to house accessories, navigation and speed of the machine can be controlled by the pilot.
- The handlebar with controls and cables, handles, levers and the presence of guards keep hands.
- The presence of gate protect lighthouse (s).
- The lighthouse lamp and rear (subject to comply with regulations).
- Tires (homologated for the road).
- The (or) container (s) of drinking water (not engine cooling).
- The secondary transmission (gear, ring and chain), only the width of the channel can be changed, not remaining the same.
- The pads or brake linings, hose and hydraulic fluid.
- The filter element. By keeping the case and the original system to their original locations. The air intake is free, it can be moved.
- The Chump
- The removal of lights and a mirror (if the number 2).
- The roof rack.
- The hoof protection engine.
- The presence of protected fork and front brakes.
- The choice of shock absorber (s).
- The fork springs (the bags and tubing must be original). Free internal settings.
- The contactors in kickstand.
- The modification of the electrical circuit for the implementation of security material (GPS, e-track, sentinel).
- **Wheels:** rims and spokes can be changed by parts of type reinforced the understanding that the hub is the origin of the type considered.  
**Front wheel:** for bikes equipped with front wheel diameter of 19, can fit a wheel 21 with the hub and the width of the wheel original.  
**Rear wheel:** For motorcycles equipped with rear wheel diameter of 17, can fit a wheel 18 with the hub and the width of the wheel original.

These machines will meet, like other categories, the safety standards of the event and conform to the Highway



Code (horn, mirrors). If the engine has the opportunity and if there is a predisposition on the base model, competitors are allowed, in addition to the existing electric starter, to add a kick starter for the start. These documents must include the manufacturer's catalog.

**Following reports of technical Stewarts, the Jury reserves the right to accept or not a machine in this group. All changes not explicitly authorized are PROHIBITED.**

**ARE PROHIBITED in ENDURO CUP category:**

- Any change increasing engine performance, clutch, primary transmission. The system setup of origin and the cooling system in its entirety should be preserved.
- Any change in the electrical circuit, other than those specified in Chapter "free".
- Any change in the braking system other than those specified under "free".
- Any changes or reinforcements on all or part of the frame, and any material change, except for reinforcements to bear an additional tank or a rack.
- Any change of materials on some parts, even if they appear in the catalog of the manufacturer, which does not correspond to those actually mounted on the original model presented, the reference year is not that corresponding to the first date of movement indicated on the gray card, but that given by the manufacturer and serial numbers.
- Any change in aesthetics, dismantling or removal of parts, accessories or equipment other than those specified in Chapter "free".

**Note:** At any time of the parts of the machine can be taken by the stewarts for Technical Expertise.

## **24.5 NUMBERS AND STARTING ORDER**

- Race numbers are attributed according to the arrival order to the NPO EVENTS competitors Department.
- For the starting order, see the art. 13 of this regulation.

## **24.6 AUTONOMY AND REFUELING**

- Vehicles entered in the Enduro Cup category must have a minimum autonomy to cover 90km of selective section. Every rider is responsible for its autonomy calculations, he shall not, in any case, turn against the Organisation if its vehicle would not cover the 90 km no matter the nature of the terrain. **For safety, a supplementary autonomy of 10% is needed.**
- **Refueling must be done with the engine stopped.**
- Only help between competitors is authorized during the race. Any outside help on the vehicle is forbidden.
- A refuelling will be put in place by the organization about every 90 km of selective section, with the time of refuelling will count in the race time, except at the RALLY BIKE refuelling points where all categories will do a compulsory halt of 15 minutes.
- The pricing for this service will be set according to the number of refuellings to be done by the organization. This service is mandatory and non refundable in case of withdrawal. This amount will be to pay at the latest during the administrative checks, in cash.

## **24.7 SPORTING LICENCE**

For the ENDURO CUP Category, the pilot should show either an internationale FIM Licence (1 Event or annual or a National sporting Licence of the competitor country with COMPULSORY an insurance certificate covering the pilot in case of death/invalidity, with a minimum amount of 30 000€ for the OilLibya Rally of Morocco 2015. And a star permission to run in this Event.

## **24.8 SURVIVAL EQUIPMENT**

Each rider must provide himself the following compulsory equipment:

- 3 liters minimum (fixed tank, and/or soft tank carried by the pilot)
- one survival supply of rations,
- a flashing pocket lamp,
- an emergency mirror,
- one compass,
- a lighter,
- one general map of the country crossed (Michelin type),



- one aluminum survival blanket (about 2mX1m), serving as an isothermal covering and an earth to sun signal,
- 1 red hand-held smoke flare,
- A Sentinel Klaxon,
- The GPS unit,
- The e-track system.
- A back protection and 1 safety vest with front protections is mandatory
- The wearing of a protective cervical collar is highly recommended.

## 24.9 NAVIGATION AND SAFETY EQUIPMENT

Bikes/quads pilots will be equipped with GPS UNIK II from ERTF. This last generation of 2in1 GPS includes the Sentinel function in the GPS. Informations related to the installation of the system on the vehicle are available on the rally internet website and towards ERTF.

All competitors shall be equipped with this system to pass the technical checks.

For information request and orders, please contact:

**ERTF** : Department Cross-country / Tel :+33 (0)2 97 87 25 85 / [competition@ertf.com](mailto:competition@ertf.com)

Every competitor shall compulsorily be equipped with the satellite tracking system. The system retained for the OilLibya Rally of Morocco 2014 is the Tracking system of the ASTRIUM company. All competitors shall be equipped with this system to pass the technical checks.

For information request and orders, please contact :

**ASTRIUM** : Tel :+33 (0)1 48 84 34 14 / Email : [claire.holloway@astrium.eads.net](mailto:claire.holloway@astrium.eads.net)

**For the ENDURO CUP category**, NPO EVENTS takes in charge the RENTAL of the compulsory material (GPS, sentinel, e-track). **However, each participant HAVE TO order BY HIMSELF its material.** The rest of the material : supports, cables... as well the deposit for the material is at the expenses of the competitor.

**Specific Enduro Cup order forms are available.**

## 24.10 CLASSIFICATION

- Scratch classification will be established without category distinction (1,2,3,4,5,6)
- A specific Enduro Cup classification will also be available.

## 24.11 LIST OF PRIZE

Pilots not presenting themselves to the prize giving ceremony will lose their prize rights and rewards without modifying the classification.

Cups and trophies will be given according to the following list:

### **Overall Classification ENDURO CUP :**

1<sup>st</sup> , 2<sup>nd</sup> AND 3<sup>rd</sup> Vehicle Enduro Cup: 1 Prize for each

### **Catégorie Moto Enduro CUP :**

1<sup>st</sup> , 2<sup>nd</sup> AND 3<sup>rd</sup> Bike Enduro Cup: 1 Prize for each

### **Catégorie Quad Enduro CUP :**

1<sup>st</sup> , 2<sup>nd</sup> AND 3<sup>rd</sup> Quad Enduro Cup: 1 Prize for each