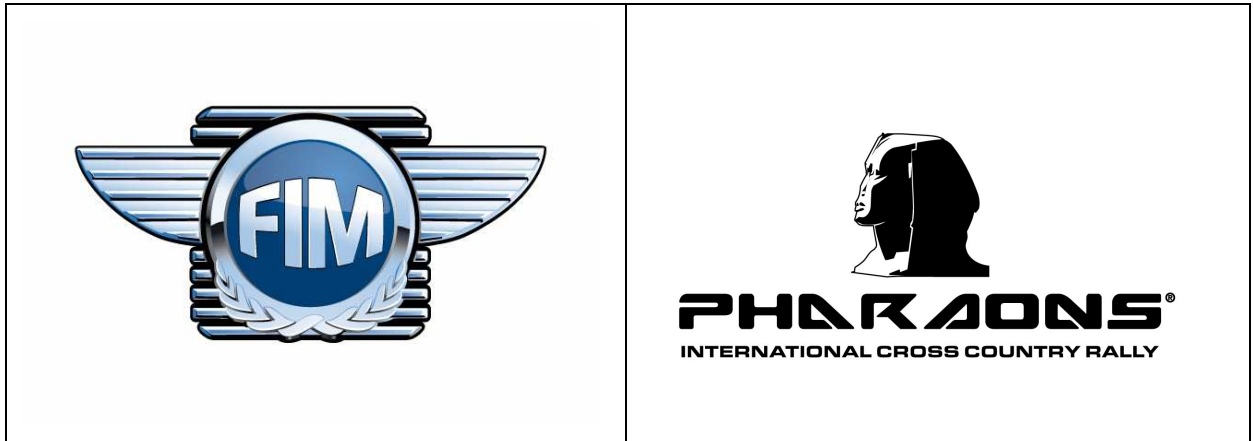




Supplementary Regulations of Pharaons I.C.C.R. 2011



## PHARAONS I.C.C.R.

Final round of the

**2011 FIM CROSS-COUNTRY RALLIES  
WORLD CHAMPIONSHIP**

**PARTICULAR REGULATION  
FOR MOTORBIKES, QUADS AND  
ASSISTANCE VEHICLES**



Supplementary Regulations of Pharaons I.C.C.R. 2011

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## 1. DEFINITION

JVD organizes the final round of the 2011 FIM Cross-Country Rallies World Championship under the patronage of ATCE (Automobile and Tourism Club of Egypt) in co-operation with the Federazione Motociclistica Italiana (FMI). This event will be held according to the FIM Sporting Code, its appendixes, this Special Regulation and any other ruling acknowledgement of the International Jury.

FIM approval: IMN No .....

FMNR approval:.....

In case of disagreement or conflict between the two official texts regarding their interpretation, the English version will prevail.

Any matter which is not foreseen in the attachments or in this Special Regulation is subject to the interpretation of the FIM International Jury.

Any additional order which is not featured in this Special Regulation, will be communicated by numbered, dated and signed newsletters ("additif" in French). These news are part of this Regulations and are posted on the official notice board of the Rally. They are also delivered to pilots at the briefing and communicated directly to competitors at the earliest possible.

## 2. HONOUR COMMITTEE

H.E. Mounir Fakhry Abd El Nour	Minister of Tourism of Egypt
M. Ahmed Abd El Shafai	Vice-Minister of Tourism in Egypt
M. Amr El Ezably	President of E.T.A.
M. Mokbel Shaker	President of Automobile Club of Egypt

## 3. ORGANISING COMMITTEE

Organizers	Daniele Cotto and Mahmoud Nour El Din
Track Responsible	Mahmoud Nour El Din
Staff Responsible	Daniele Cotto
Regulations Responsible	Daniele Cotto
Communication Resp.	Massimo Larecchiuta
Tracking Responsible	TDCOM
Secretariat Responsible	Federica Bocco

## 4. ADDRESS OF HOME SECRETARIAT

### JVD c/o Centro Uffici

Corso Dante 41 – 10126 Torino – Italy

Ph. +39.393.9030.684 , e-mail: [info@pharaonsrally.com](mailto:info@pharaonsrally.com) – web: [www.pharaonsrally.com](http://www.pharaonsrally.com)



## 5. LIST OF RACE OFFICIALS

OFFICE	NAME	LICENCE #
FIM Jury President	Jean-Luc Maindron	FIM 4318
1 <sup>st</sup> FMNR Jury Member	Erick Nevels	FIM 4622
2 <sup>nd</sup> FMNR Jury Member	Gabriella Bagnaresi	FIM 4453
Clerk of the Course	Antonio Assirelli	FIM 4455
FIM Technical Commissioner	GianFranco Ferretti.	FIM 6184
Technical Commissioner	Carmine Adornato	FIM 6178
Chief Medical Officer	Carlo Viglino	FIM 6571
Environmental Steward	Gianluca Avenoso	FIM 4355
Phonometrist Steward	Paolo Falcini	FIM
Chief Timekeeper	Gregorio Tocco	FIM 4182
Chief Competitors Relations	Daniele Cotto	FIM 4444
Race Secretary		FIM .....
Event Secretary	Federica Bocco	FIM .....

## 6. RACE PROGRAMME

### 6.1 Rally Route:

Date and time	Place
Saturday and Sunday October 1 <sup>st</sup> – 2 <sup>nd</sup> , 2011: 08.30 – 13.00 / 14.00 – 19.00	Cairo – administrative and technical checks
From Monday October 3 <sup>rd</sup> at 7h00 To Saturday October 8 <sup>th</sup> at 16h00	6 stages in Egypt
Saturday October 8 <sup>th</sup> at 22h00	Cairo: Prize Giving Ceremony



## 6.2 Event progress (provisional schedule)

Saturday	October 1 <sup>st</sup>	Administrative checks	08.30	Hotel in Cairo
		Maps and road books delivery 1 <sup>st</sup> stage		
		Technical Checks	09.00	
Sunday	October 2 <sup>nd</sup>	End of Scrutineerings	19.00	
		Publication of the starting list	19.30	
		Competitors Briefing	20.00	

## 7. COMPETITORS

### 7.1 CONDITIONS FOR ADMISSION OF COMPETITORS

- The Organizing Committee reserves its right to reject a rider's entry without explaining its decision.
- In order to register at any event of the Rally World Championship, any individual of any nationality being over 18 years old, must hold a F.I.M. competitor license for Cross-Country Rallies World Championship valid for the year of the event (art. 70.2.1 of F.I.M. Sporting Code), released by his NMF. He must also hold a driving license corresponding to his bike capacity.
- Documents stating the loss or theft of the driving license will be refused, as they don't prove the driving license ownership suited for the bike capacity.
- Maximum number of motorbikes accepted at the start is 200.
- Any rider who will be replaced on his bike by another rider along the race will be disqualified, as well as the second rider.
- The competitor registering at the 2011 PHARAONS RALLY does it with full awareness of the risks included in this event. The rider releases in advance the Organizers, his NMF and FIM by any penal or civil responsibility in case of damages or injuries occurred along his participation at 2011 PHARAONS RALLY.

### 7.2 REGISTRATION

Except for the ATCE licensed competitors, all riders must compulsorily hold an authorization to run abroad released by each NMF.

### 7.3 REGISTRATION REQUESTS

- Registration requests are available at the JVD competitors office, available also by email at [info@pharaonsrally.com](mailto:info@pharaonsrally.com) or by phone at +39.393.9030.684
- Its is also possible to register directly online on the Pharaons Rally website: [www.pharaonsrally.com](http://www.pharaonsrally.com)
- After having been approved by the Organisation Committee, entry requests must imperatively report the final names of participants. They are selected according to their arrival order at our



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Secretariat and they are accepted only if accompanied by entry rates.

- Requests arrived at the Secretariat without the full registration rates, will not be taken into account.
- With the signature on the registration request, pilots submit any controversy to the sole sport jurisdiction of F.I.M.
- All competitors must request to their N.M.F. a written authorization in order to participate at this event.

### 7.4 ENTRY RATES

The entry rates per person, are the following:

* within 30/04/2011	€	3.200,00
* within 30/06/2011	€	4.000,00
* within 09/09/2011	€	4.800,00

The entry forms must be sent to:

**JVD c/o Centro Uffici** - Corso Dante 41 – 10126 Torino – Italy

ph. +39.393.9030.684 e-mail: [info@pharaonsrally.com](mailto:info@pharaonsrally.com) web: [www.pharaonsrally.com](http://www.pharaonsrally.com)

In case of refusal of the optional advertisement of the Organization (stickers due on the panels 1, 2 and 3 of the scheme at page 11 is considered compulsory), these registration rates are increased by 50%.

#### **The entry rates include:**

- sport registration and entry rights
- 5 nights in the bivouacs starting from October 3<sup>rd</sup> (with your tent and sleeping bag)
- prizes giving ceremony
- public liability insurance of the Organization
- repatriation insurance and coverage of early medical expenses for pilots whose NMF don't cover this type of costs.

#### **The entry rates don't include:**

- transport to Egypt and back of vehicles
- air ticket to / from Egypt
- nights in Hotel in Cairo
- drinks and extra at bivouacs and in hotels (also in the official hotel for the rally)
- fuel: for refuelling in the Selective Sections for BIKES and QUAD, fixed rate for petrol is 200 €
- to be paid directly cash at administrative checks (we don't accept cheques or credit cards)
- Iritrack / Sentinel / GPS systems
- all what not mentioned under the section "**Entry rates include**"

### 7.5 DEPOSIT CHEQUE



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A deposit of € 1.000,00 must be compulsorily paid in for each motorbike, by cheque in the name of **JVD LLC**, sent by registered mail within August 31<sup>st</sup>, 2011.

This deposit is the guarantee of your "fair play" respect of the given rules due for rescue and safety, as well for the obligation to report your withdrawal and the prohibition to activate the alarm button of the Iritrack System without a serious motivation, linked to your own safety or to the safety of another competitor, together with the obligation to give back to the Organization all material or devices made available to competitors along the race.

This deposit cheque is not going to be cashed, except for infringements to regulations if decided by the International Jury. It will be handed back within 30/11/2011 to those competitors who complied with the obligations reported on this Regulations (abandon, closing of the track, guarantee deposit).

### 7.6 ASSISTANCE REGISTRATION RATES

The Assistance registration rates per person, are the following:

* within 30/04/2011 :	€ 2.250,00
* within 30/06/2011 :	€ 2.550,00
* within 09/09/2011 :	€ 2.900,00

#### **These entry rates include:**

- entry rights
- 5 nights in the bivouacs starting from October 3<sup>rd</sup> (with your tent and sleeping bag)
- repatriation insurance and coverage of early medical expenses
- work on racing vehicles in the areas reserved for this purpose

#### **The entry rates don't include:**

- transport to Egypt and back of vehicles
- air ticket to / from Egypt
- nights in Hotel in Cairo
- drinks and extra at bivouacs and in hotels (also in the official hotel for the rally)
- all what not mentioned under the section "**Entry rates include**"

### 7.7 TRANSPORT

The "Rally plate" released by the Organization, included in the rates here below, specifically allows to:

- work within the assistance areas reserved for this purpose
- move along the military areas usually closed to traffic but exceptionally open to rally vehicles for the running of the race.

Assistance vehicles rates transport are the following:

* BIKE TRANSPORT	€ 800,00
* QUAD TRANSPORT	€ 1.200,00
* CAR TRANSPORT - fixed rate	€ 1.950,00
* VAN TRANSPORT – fixed rate	€ 3.500,00



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* TRUCK 4x4 TRANSPORT – fixed rate	€ 3.500,00
* TRUCK 6x6 TRANSPORT – fixed rate	€ 4.900,00
* TRAILER TRANSPORT up to 7 mt	€ 1.800,00

### 7.8 PAYMENT

Payment can be done by competitors within and not later than 31/08/2011 through bank wire transfer at the order of:

**JVD LLC - Banca HSBC - Piazzetta M.Bossi 1, 20121 Milano -Italy**

**IBAN:** IT03A0302101600007012875020      **SWIFT:** MIDLITMX

In order to benefit from reduced first and second rates, names of participants must be final. Change of name (in any case within and not after 9/09/2011) implies the payment of the rate valid at the very moment of change with an additional payment of 300,00 €.

The balance payment of registration rates must definitely come in within midnight of:

- 30/04/2011 for the first entry rate
- 30/06/2011 for the second entry rate
- 09/09/2011 for the third entry rate

### 7.9 ENTRY REFUSAL – RENUNCIATION – FIXED RATE

Cancellation of registration rates and reimbursement requests, in order to avoid any complaint, must be communicated only through registered letter, sent to

**JVD c/o Centro Uffici** Corso Dante 41 – 10126 Torino – Italy  
ph. +39.393.9030.684, e-mail: [info@pharaonsrally.com](mailto:info@pharaonsrally.com)

In case of cancellation of the registration request, the competitor is entitled to:

- within 30/06/2011, the reimbursement of 50% of the paid rates
- within 31/07/2011, the reimbursement of 30% of the paid rates
- after that date, renunciation doesn't give right to any reimbursement, but it is anyway possible to transfer such rate or part of it to another participant up to 31/08/2011.

The total rights of registration rates will be reimbursed to competitors whose registration request has been refused by the Organizing Committee.

Competitors who will be refused the start according to non compliance of their vehicle or of their documents at the technical and administrative checks, are not entitled to any reimbursement of their paid rates.

### 7.10 CANCELLATION OR RESCHEDULING OF THE EVENT

In the case of the start of the event cannot take place, for any reason, among which the refusal or the withdrawal of authorizations by the Federations, the authorization for passage over certain territory, any political upsets along the crossed Countries, which might make impossible the Rally running, economic hindrances which make impossible the technical and sport event organization, unsolvable problems for shipping or downloading and moving of materials and competitors, etc., JVD will not be in debt towards participants but only for the registration rates paid.

In case of the rescheduling of the Rally start, JVD will immediately inform each participant of the new date of the race.



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If competitors will not be able to participate to the race due to such change of date, they have only eight (8) days to ask reimbursement of their registration rate through registered letter.

Any case participants will not be allowed to any compensation.

## 8. SEALINGS AND IDENTIFICATION

### - ACCESS AT THE RALLY

Access at the Rally (start and finish of the Selective Sections, Assistance Points, Bivouacs,...) is exclusively reserved to all those with the identifying bracelet of 2011 PHARAONS RALLY (competitors, assistants, organization members, press delegates) and to all vehicles officially registered (competitors and assistance) with the official stickers of the 2011 PHARAONS RALLY duly applied according to the sealing scheme of PR.

**Any infringement to this rule, will imply the exclusion of this participant from the Rally.**

### - IDENTIFYING BRACELET

Each participant at the Rally (competitors, assistants, organization members, press delegates) will get an identifying bracelet, included in the registration rate.

Identification bracelet will be systematically checked by the Organization at each bivouac, at each assistance point or assistance area and at the Prize Giving Ceremony.

At each request by the Organization officials, participants must show the bracelet. Any infringement found by the Organization officials, will imply a penalty of € 250,00.

In case of damage of the bracelet, the Rally participant must ask the person in Charge of Relations with Competitors in order to replace the damaged bracelet.

### - SEALING OF VEHICLES

See Supplement 080 FIM of Cross Country Rally art. 080.8.2.1 page 22.

## 9. ADVERTISING

Competitors can freely apply advertising on their motorbikes, given that:

- they are authorized by FIM regulations and by the laws of the crossed Countries.
- they are not against public decorum
- they do not prevent the use of the reserved spaces to the number holder plates and to compulsory advertising of the Organization

At scrutineerings a tunic, number holder plates for the race plus advertising of the Organization will be supplied (see scheme below).

The competitor must keep the needed spaces over his vehicle for posting such plates and ads. Should the vehicle have not enough place, this must be foreseen by the rider before attending the technical checks; in no case it is allowed any modification of the stickers (cut, trim, etc.).

The tunic 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 sticker 25x25 cm with race number and sponsor of the event (#1 on the scheme)
- 2 lateral plates sticker 20x25 cm compulsory with the advertising of the Organization (#2 on the scheme)

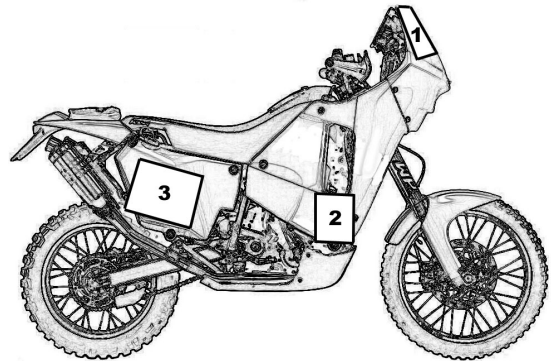
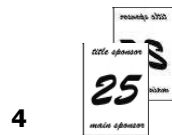


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- 2 lateral plates with race number and sponsor of the event (#3 of the scheme)
- 1 tunic (in full size) with race number and sponsor of the event (#4 of the scheme)

At any moment of the race, missing or having a bad posting of a compulsory advertising will imply a penalty:

- 1- FIRST INFRACTION: penalty of 50% of the registration rate; the pilot must deposit the money penalty in order to take the start at the next day leg.
- 2- SECOND INFRACTION: disqualification



The Officer in Charge of Relations with Competitors, available on the Race Direction PC Course truck, will keep some emergency spare plates and stickers, along the whole duration of the Rally, in case of loss or damage. Competitor should ask in case he needs to replace them.

## 10. STARTING ORDER

Based on the Appendix 080 FIM, the race numbers will be assigned according to the order of the 2011 World Championship classification, of the 2010 PHARAONS RALLY classification and according to our secretariat registration order.

- |   |                                 |                                  |
|---|---------------------------------|----------------------------------|
| 1 | 450cc - numbers from 1 to 99:   | yellow background, black numbers |
| 2 | Open - numbers from 100 to 199: | white background, black numbers  |
| 3 | Quad - numbers from 200 to 299: | red background, white numbers    |

### 10.1 STARTING ORDER OF THE FIRST STAGE:

See Appendix 080 FIM of the Cross Country Rally art. 080.17.3 page 37.

### 10.2 STARTING ORDER OF FOLLOWING STAGES:

See Appendix 080 FIM of the Cross Country Rally art. 080.17.4 page 37.

## 11. NAVIGATION AND ROAD BOOK

The Rally track is secret up to the delivery of the Road Book and the GPS to competitors.



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Any scouting of the track is prohibited, under pain of disqualification.

Road book, description and outlined maps of the first leg of the race will be delivered to the riders at the administrative checks.

Then the road book of each following stage will be available every day, from 17.00 to 19.00 pm by the Race Secretariat. Pilots arriving at the bivouac over time, must look for the Race Secretariat.

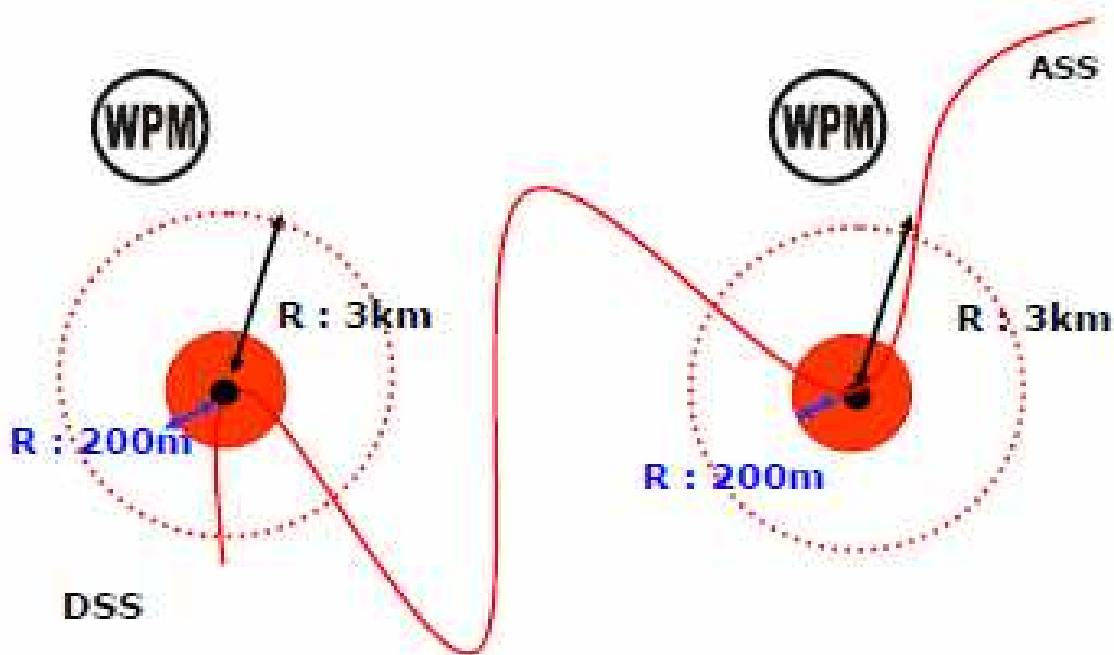
Information passed by the track openers are communicated to competitors at the briefings and by postings.

### 11.1 OFFICIAL TRACK

See Appendix 080 FIM of the Cross Country Rally art. 080.11.1 page 26.

### 11.2 GPS FUNCTIONING

See Appendix 080 FIM of the Cross Country Rally art. 080.11.2 page 27.



Penalties for a missing passage of a WPM are the following:

- 15' for the first WPT missing
- 30' for any following one

In case of protest over a route done by a competitor, the procedure of control will be the following:

1. Dismounting and sealing of the GPS of the rider by a Technical Steward in front of the rider or one of his representatives.
2. Reading of the data by an ERTF technician, assisted by a Technical Steward.
3. Comparison with the data of the official itinerary
4. Change of the GPS for the recovery of the instruments of the vehicle.



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In one leg only, they are not allowed more than 20 missing GPS points, while in the entire running of the race, they are not allowed more than 50 missing GPS points. To exceed such limits will imply the application of the fixed penalty.

### 11.3 RELEASE OF THE GPS

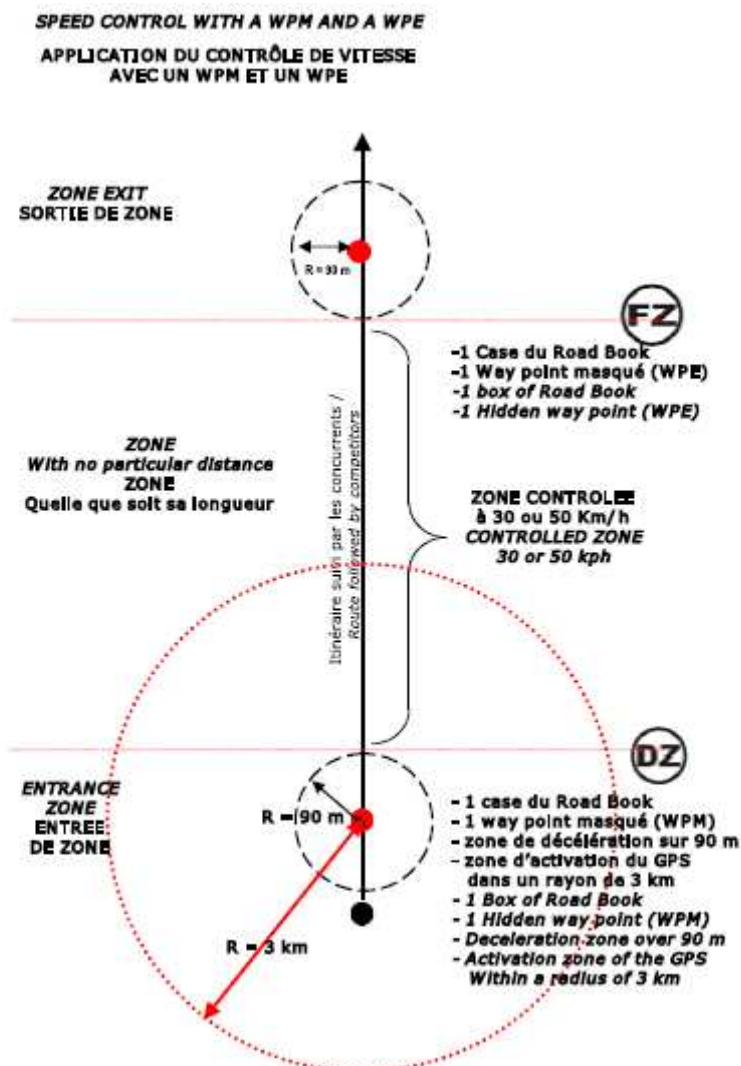
See Appendix 080 FIM of the Cross Country Rally art. 080.11.5 page 28.

### 11.4 ROAD BOOK

See Appendix 080 FIM of the Cross Country Rally art. 080.11.4 page 28.

### 11.5 AREA FOR SPEED CONTROL

See Appendix 080 FIM of the Cross Country Rally art. 080.16 page 33.





## **11.6 COMPULSORY BRIEFING ON SAFETY SYSTEMS**

A compulsory briefing for competitors over different safety systems will take place at 20.00 on October 2<sup>nd</sup>, 2011 in the hotel Moevenpick – 6th October City – Cairo - Egypt.

A list of participants attending this briefing will be recorded.

## **12. TRAFFIC**

### **12.1 AUTONOMY**

Vehicles should have a minimum self-sufficiency which allows them to run 250 km of Selective Section. Each competitor is responsible of his assessment autonomy and he cannot in any case, complain with the Organization if his vehicle could not run the minimum distance of 250 km., whatever the ground tissue is.

For safety reasons, it is recommended an autonomy of a supplementary 10%.

**The Organization has foreseen a refuelling point every 250 km at the most.**

### **12.2 CROSSING OF POPULATED AREAS**

#### **- Competitors**

Speed of competitors while passing through populated areas, both along liaison as well as along Selective Sections, should be limited to 40 km/hr or less if specified by the local roadsigns. All areas considered dangerous for competitors or for the presence of local people are indicated on the road book.

#### **- Assistance vehicles**

Speed of assistance vehicles through cities and villages while following the assistance road-book, is limited to 40 km/hr or less, if specified by the local roadsigns.

Organization staff can check anytime and the Commissaries Board can decide penalties concerning this.

**All violation of assistance vehicles will be assigned to racing teams.**

### **12.3 MAXIMUM TIME ALLOWED AND TIME CONTROLS**

See Appendix 080 FIM of Cross Country Rally art. 080.21 page 44 and art. 080.21.1 page 45

### **12.4 CLOSING OF THE TRACK**

See Appendix 080 FIM of Cross Country Rally art. 080.33 page 55.

### **12.4 FIXED PENALTY**

See Appendix 080 FIM of Cross Country Rally art. 080.33 page 55



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- The fixed penalty will be, **among others**, applied in the following cases:
  - missing of one T.C., of start of a selective section (DSS), of finish of a selective section (ASS)
  - the exceeding of the maximum time allowed for a road section or for a Selective Section.
- The value of the fixed penalty for each leg is detailed on the time card of the route.

In case of fixed penalty the time of that day leg given to competitor are calculated by adding the maximum time of Selective Sections and that day transfer, increased by any missing CP and by penalty.

The maximum number of allowed fixed penalties coming from a missing TC at the start and at the arrival of one leg or at a Selective Stage, are limited to **2 (two)** in order to get FIM points.

The maximum number of allowed fixed penalties is **4 (four)**; after which competitor is excluded from the race.

There is not a fixed number of missed CP or a percentage of those not made beyond which competitor is excluded from the race.

In order to apply the fixed penalty in case of missing WPM: one stage allows not more than 20 missing WPM points and not more than 50 missing points for the whole Rally, exceeding such limit the fixed penalty will be assigned.

## 13. INSURANCE

### 13.1 CIVIL RESPONSIBILITY

Entry rights include an insurance premium which covers the competitor civil liability towards third parties.

The Organization has subscribed a civil liability insurance policy for sporting event in accordance with running legislation. The maximum guarantee liability of such insurance is € .....

This contract assures financial coverage of damages caused to third parties by the Organizer or by competitors.

This insurance gets into effect from the moment the vehicle enters the area of technical and administrative checks and ceases on October 8<sup>th</sup>, 2011 at 11.59 p.m.

In case of withdrawal or exclusion from the race, this insurance automatically expires at the end of the leg.

Time of withdrawal or exclusion from the race is the T.C. (Time Control) closing at the end of the leg.

In case of accident, a competitor or his representative, must file a written report, at the latest within 12.00 p.m. to the Clerk of the Course or to the Official Responsible for Relations with Competitors.

The here mentioned policy does not cover:

- responsibility toward third parties for those competitors who are not holding an international licence,
- responsibility of the competitor/driver toward another participant registered at the Rally.

Participants and competitors registering at the PHARAONS RALLY 2011 act in full awareness of the risks the running of this competition could imply.

Competitors and pilots release FIM, the Organizers and the Race Officials from any civil and penal responsibility in case of physical or material accident occurred along the PHARAONS RALLY 2011.

This insurance contract does not cover, in any case, theft of vehicles, of spare parts, etc. In case of theft occurred in one of the Countries crossed by the Rally, the Organizer will not have any



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responsibility.

The Organizing Committee declines all responsibilities:

- on the consequences coming from violation of laws, regulations and precepts of the Country made by participants which are exclusively at their charge,
- in case of upheaval, turmoil, demonstrations where participants and their teams can suffer casualties, whose material, financial and sport consequences are at their sole charge.

**Vehicles registered as assistance, press, V.I.P. guests', also holding their concerned plates, in any case cannot be considered as participants at the Cross Country Rally and they are therefore not covered by any civil responsibility insurance policy of the Rally. SUCH VEHICLES ARE UNDER THEIR OWNER'S RESPONSIBILITY.**

### 13.2 REPATRIATION – MEDICAL EXPENSES

The Organization has subscribed a Repatriation Insurance Policy with the company:

.....

Beneficiaries are:

The competitors, their assistants, the organization members, press delegates and media representatives, race officials and all persons registered or credited at the Rally.

In case of accident, the rally medical team organizes the beneficiary transportation from the accident place to the bivouac or to the closest medical unit with the Organization ground and/or air means.

The medical team takes decisions only based on choices demanded by medical needs and in respect of the running medical plan.

This contract guarantees:

- Transportation from the accident place to the first medical base suitable for the injured conditions (Bivouac, Medical Centre, Hospital), with the organization air and/or ground means.
- Transportation of the severe cases with medical aircraft toward a European hospital (according to the Rally Medical report).
- The medical expenses (out of the residence Country) with a maximum guarantee coverage per person of 2.500 EUR.
- Medical expenses exceeding 2.500 EUR are in charge of the beneficiary. It's strongly recommended to competitors to subscribe a supplementary insurance and to verify with their own insurance company, the guarantees and terms of their insurance coverage, with reference to their participation to a race.
- Medical expenses and hospital expenses after transportation in Europe will be totally in charge of the beneficiary.

### 13.3 PERSONAL ACCIDENT INSURANCE

With coming into force of the new F.I.M. rules, rider insurance **with repatriation** is not anymore included with his licence and the organizer is responsible for **his repatriation**. The rider must activate his own Federation or own insurance **for the medical expenses bore**.

It's recommended to competitors to undersign supplementary guarantees with their own insurance company.

## 14. ADMINISTRATIVE DUTIES

The technical, administrative and sports checks will take place on October 1<sup>st</sup> and 2<sup>nd</sup>, 2011 starting from 8.30 a.m. at the all'Hotel Möevenpick – 6th October City – Cairo – Egypt.



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Each competitor receives a call with the exact time he must meet with his vehicle the Delegates and Commissaries for his checks.

Should he not respect his call time, he'll be liable of 1 minute penalty for the first hour delay and 10 minutes for each following hour. A time control will be set at the entrance and at the exit of the Administrative Checks and at the entrance of the Technical Checks.

Each vehicle not complying with or not respecting the Regulations of the race after the Technical Checks, could be shifted of category or could be refused to start (under decision of the Sporting Stewards Jury). In this latter case, his entry rights will not be reimbursed.

### 14.1 EACH COMPETITOR

Competitors are the only responsible for their documents validity in order to participate at the Rally on the Egyptian territory. In no case the Organization could be considered responsible of the non-validity of such documents. Competitors committ themselves - on their good faith - to present documents perfectly in order. Photocopies, theft or loss reports will not be accepted.

Each competitors must present the following personal valid documents at the Administrative Checks:

- 2011 F.I.M. Cross-Country Rallies World Championship licence
- Bike driving licence corresponding to the category of the attending vehicle
- Valid passport
- For all competitors: authorisation to race abroad (starting permit) issued by own NMF
- Homologated helmet, with indication of blood group.
- Receipt of registration rate
- Photocopy of the deposit cheque.

### 14.2 EACH MOTORBIKE

Must be presented at the Administrative and Technical Checks with the following documents:

- Valid registration certificate.
- Authorization of the vehicle owner if the registration certificate is not int he name of the pilot

Failing this, property of the vehicle must be anyway proved (invoice or purchase act) for the customs procedures.

All bikes entering Egypt will be stickered with an Egyptian traffic registration plate which allows free circulation according to the running laws in the Country.

**NOTE : European insurances don't normally recognize insurance coverage extension for Egypt. Each vehicle entering Egypt is covered by a policy done by the Organization compulsorily at customs while paying customs fees, but this covers only against Egyptian Government properties. Some additional policies will be proposed for those competitors whishing to get an extensive coverage.**

## 15. FINAL CHECKS

Any complaint shall be presented according to requirements of the Disciplinary and Arbitration Code. They must be submitted in writing to the Clerk of the Course, within the required dates, by the concerned competitors and not by third parties.

Each complaint should refer only to one single matter and it must be accompanied by the amount of € 120,00 (see art. 4.2 of the Disciplinary and Arbitration Code).



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

Concerned competitors must be heard by the International Jury.

## 16. CLASSIFICATIONS

See Appendix 080 FIM of the Cross Country Rally art. 080.34 page 56.

### 16.1 PRIZE LIST – CUPS

#### General Classification:

1<sup>st</sup> BIKE: 1 cup + prize

2<sup>nd</sup> and 3<sup>rd</sup> BIKE: 1 cup each

#### 450 FIM WORLD CHAMPIONSHIP CATEGORY

1<sup>st</sup> BIKE: 1 cup + prize

2<sup>nd</sup> and 3<sup>rd</sup> BIKE: 1 cup each

#### FIM OPEN Category Trophy

1<sup>st</sup> BIKE: 1 cup + prize

2<sup>nd</sup> and 3<sup>rd</sup> BIKE: 1 cup each

#### Quads Category:

1<sup>st</sup> BIKE: 1 cup

2<sup>nd</sup> and 3<sup>rd</sup> BIKE: 1 cup each

#### Women Category

1<sup>st</sup> WOMEN: 1 cup

2<sup>nd</sup> and 3<sup>rd</sup> WOMEN: 1 cup each

#### Veterans Challenge (over 45 years)

1<sup>st</sup> VETERANS: 1 cup

#### Private Challenge

1<sup>st</sup> PRIVATE: 1 cup

#### BI-CYLINDRIC Challenge

1<sup>st</sup> BI-CYLINDRIC: 1 cup

## 17. MEDICAL AND SAFETY EQUIPMENT

### A – MEDICAL EQUIPMENT

Each competitor must be equipped with a first-aid medical kit including:



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- eye lotion (Piroftal or similar)
- a painkiller (aspirin, Novalgina or similar)
- disinfectant tablets, bandages, plasters
- one skin disinfectant (Betadine or similar)
- one first aid kit (survival blanket, latex gloves, *cannule de Guedel*, mouth-to mouth resuscitation mask)

### **B – SURVIVAL EQUIPMENT**

Each competitor must compulsorily load his vehicle with the following equipment:

- a general map of Egypt or the map of the day supplied by the Organization
- a signalling mirror
- a referring compass
- an aluminium sheet 2 metre x 1 as survival blanket good to reflect the sun
- a supply of 3 litres stored in the bike water tank
- a survival ratio and a camel back with 2 litres of water
- 3 red smoke hand rockets

**In case of loss, for any reason, of the compulsory safety devices (Iritrack / GPS/ Sentinel) competitor is the only one responsible against the supplying companies.**

The competitors who attend the start of one legs without these compulsory survival equipments, can be refused the start by the Clerk of the Course, until they comply with these requests and they might be charged one penalty by the Stewards' Jury which can go as far as the exclusion from the race in case of repeated infringements.

The safety and survival equipments must be accessible without having to be dismantled in order for the Commisaries to check them at each leg start.

The set on without safety reasons of the BALISE DE DETRESSE, will lead to the exclusion from the race, as well as to the economic responsibility of the competitor in case of rescue by the Organization, beside the non repayment of the deposit cheque.

### **C- 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 all over the back.

## **17.1 VEHICLE TO VEHICLE ALARM SYSTEM ("System Sentinel" type)**

1) In order to make overtaking among racing competitors more secure, it is compulsory for all categories the Alarm System from vehicle to vehicle: this device will allow a competitor to be alerted that he's going to be overtaken.

The System chosen by the 2011 Pharaons I.C.C.R. is the SENTINEL System by ERTF Company. All competitors registered at the Rally must be equipped with this device in order to pass the Technical Checks.

Orders must be addressed to:

**ERTF** : Département Rallye Tout-Terrain



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Ph:+33 (0)2 97 87 25 85 / Fax:+33 (0)2 97 37 59 21 / [competition@ertf.com](mailto:competition@ertf.com)

2) The Sentinel System must be functioning for the whole duration of the leg. The set on of this device is under the pilot responsibility.

Failing this device functioning, a penalty of one hour will be assigned to the pilots at each control.

A pilot who has received many sound alarms by another pilot who is following him, and doesn't allow the second one to overtake, could be penalized according to Sport Stewards discretion.

In case of complaint, a back up and a check of data of his device will be made.

### 17.1 SATELLITE TRACKING SYSTEMS

The TDCOM Iritrack system is a complete safety monitoring system which uses all known communication systems such as phone, SMS, data.

It is compulsory for all racing vehicles and it will be rented exclusively from:

**TD-COM** - Pia SONDERGAARD: MAIL: pia@tdcom.fr – Ph. +33 (0)1 45 10 37 54 - FAX +33 (0)1 43 86 19 17  
3, Avenue des Erables - 94440 SANTENY (FRANCE)

This equipment will be delivered and installed along the Technical Checks of October 1<sup>st</sup> and 2<sup>nd</sup> and it must be returned at the end of the race on October 8<sup>th</sup>, 2011.

## 18. WITHDRAWAL – EXCLUSION

**In case of withdrawal, competitor must definitely inform the Organization at the earliest possible by any means.**

The withdrawal forms are included in the road book. These must be filled in, signed and handed to a member of the Organization (C.P. controller, T.C. Controller or Clerk of the Course).

**The non-fulfilment of this important safety and disciplinary rule, leads to a definitive refusal of any registration at any event organized in the future by JVD and it leads to the NON RESTITUTION OF THE DEPOSIT.**

Any case, the non-fulfilment of this duty to inform the Organization in case of withdrawal, will lead, in case the competitor rescue has been activated, to the economic responsibility of the team that has not informed on their position, including the possible penalties by the concerned NMF, under final decision of the Sporting Stewards.

**Transport of a competitor by helicopter or by any other Organization vehicle (for instance the rescue truck) for all or for part of a leg, implies the compliance of a fixed penalty. In order to start again the next leg, the competitor must be recognized fit by the medical service (according to the art. 81.10, last paragraph) while his vehicle must be inspected by the F.I.M. Technical Steward.**

In case of withdrawal or exclusion from the race, competitor is expected to cover his race number plates with black tape, under pain of a penalty of € 500,00, beyond the possible penalties which can be requested by his National Motorbike Federation.

### 18.1 DEPOSIT – COMPETITOR'S DUTIES

Each racing competitor must compulsorily deliver a deposit cheque of € 1.000,00 (as a guarantee deposit) to **JVD LLC**, in order to guarantee to the Organization the following duties:



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- Duty to inform, in case of withdrawal, the Organization, by any means. The way to inform the Organization is a direct responsibility of each pilot, co-pilot or competitor. A third person cannot be considered responsible.
- Duty to respect this actual Regulations.

Should a competitor be compelled to abandon his vehicle on the spot and this is not rescued by the rescue truck, this team must absolutely file this event to the nearest police station before leaving Egypt and they must send a copy of this file to

**JVD c/o Centro Uffici** - Corso Dante 41 – 10126 Torino – Italy

ph. +39.393.9030.684, e-mail: [info@pharaonsrally.com](mailto:info@pharaonsrally.com)

(repatriation of the vehicle out of the scheduled dates is going to be at his charge).

In case even one of this duties is not respected by one team member, the deposit cheque will not be returned.

Deposit will be regularly given back within 30/11/2011 to competitors who have respected all the mentioned duties.

## 19. SAFETY PLAN

**See attached "SAFETY PLAN" document.**

### 19.1 ASSISTANCE IN CASE OF ACCIDENT

The main duty of a competitor witness of an accident is to inform at his earliest the medical service stations or any Organization's control point.

The competitor witness of an accident which can be dangerous for any other competitor, can use his own *balise* and/or his Iritrack system, without meeting any sport or economic penalty.

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

## GENERAL INFO

### 1. FORMALITIES

Attention: passport must be 3/6 months valid (depending on Countries).

**Documents of the vehicles must be according to rules, listed with transported material.**

### 2. SAFETY EQUIPMENT

1. **IRITRACK TDCOM + BALISE DE DETRESSE LOCALISATION SYSTEM**
2. **SENTINEL SYSTEM**
3. **GPS UNIQUE - ERTF**

### 3. IMAGE COVER



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Competitors acknowledge that the PHARAONS RALLY 2011, organized by JVD, is a promotional event from which they can get advantages for the fame they can acquire.

Under control of JVD, media which give highlight to this event through press, radio, TV, cinema, video, etc. will make competitors known together with their sponsor. The latter should be thus motivated to support again their competitors along new races.

In order to allow JVD a thorough freedom in this sense, competitors expressively authorize JVD to manage their exclusive right to use their names and their images under any form, in any way, all over the world, without any limit.

Therefore competitors expressively authorize JVD to use or let use and reproduce their names, their images and their performances in function of a direct or derived circulation of the race in any form, all over the world, through all means today known and for the period foreseen by the laws and by regulations, by judiciary decisions and/or arbitrates of any Country, as well as by the international actual and future international agreements.

On the other hand, all competitors and/or their sponsors, accompanying people, etc. cannot shoot images related to this race, whichever means they use, if they have not previously got the JVD approval.

### **4. AIR TRANSPORT**

Competitors can purchase their air ticket with their favourite air company, the only obligations they have is to attend their call time on the day of Administrative, Sport and Technical checks in Egypt.

The flight to Egypt is advised on Friday, September 30<sup>th</sup>, 2011.

The flight from Egypt is advised on Sunday, October 9<sup>th</sup>, 2011, or on Monday, October 10<sup>th</sup>, according to destinations and according to need to return vehicle at Alexandria Port on October 9<sup>th</sup>, 2011.

### **5. HOTEL LODGING**

It is possible to book the Rally hotel through the JVD Secretariat according to the offer published on the website <http://www.pharaonsrally.com/en/competitors/rates/>

The cost of the hotel reservation is not included in the registration rates to the race and it foresees:

- 4 nights in hotel: September 30<sup>th</sup>, October 1<sup>st</sup>- 2<sup>nd</sup>, October 8<sup>th</sup> at Hotel Mövenpick – 6th October City - Cairo – Egypt.

On the other hand, are included in the rally registration rates:

- 5 nights in the bivouac under the great Arab tent (tent and sleeping bag at competitor charge): with breakfast, survival ratio, buffet dinner in the evening, as extra the possibility to have midday lunch at the bivouac between 12.00 and 16.00.

The request of the Rally hotel reservation is not binding for participants, who are free to look for and reserve the hotels they like: some extra days other than the ones scheduled will be anyone in charge of the competitor as extra expense.

Competitors must care to organize autonomously their transfer service from the airport to the hotel when coming in and from the hotel to the airport at the end of the Rally.

The Organization will anyway propose a shuttle service (referred to main flights on Friday, September 30<sup>th</sup> and Sunday, October 9<sup>th</sup>) from and to the airport for competitors, with payment, only to and from the official hotel of the Rally.

### **6. ADVICES**

Don't forget: sleeping bag, tent, mat, front light, sunglasses and alarm clock.



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You'll be delivered the carnet for mineral water distribution and the day ratio (basket lunch).

Breakfast is served 1 hour and half before the first bike start, up to 10.00 a.m.

Dinner starts from 7.30 p.m. right after the briefing, without interruption up to 11.30 p.m.

**For any further info, see website**

**[www.pharaonsrally.com](http://www.pharaonsrally.com)**