

## 2020 QATAR NATIONAL BAJA (Motorcycles)

### GENERAL REGULATIONS

Article		Page
<b>1</b>	General conditions	2
<b>2</b>	Organisation Committee	2
<b>3</b>	Calendar	2
<b>4</b>	Definitions	2
<b>5</b>	Participation, Entry Form, Entry Fees	2
<b>6</b>	Insurance	3
<b>7</b>	Eligible vehicles	3
<b>8</b>	Identification	4
<b>9</b>	Advertising	4
<b>10</b>	Administrative checks and Scrutineering	4
<b>11</b>	Driving conduct and Reconnaissance	5
<b>12</b>	Service	5
<b>13</b>	Fuel – Refuelling	5
<b>14</b>	Tyres	6
<b>15</b>	Start	6
<b>16</b>	Time card	6
<b>17</b>	Control zones	6
<b>18</b>	Time controls	6
<b>19</b>	Regrouping	6
<b>20</b>	Selective sections	7
<b>21</b>	Parc Fermé	8
<b>22</b>	Final checks	9
<b>23</b>	Prizes & Awards in each round	9
<b>24</b>	Protests and Appeals	9
<b>Appendix 1</b>	Entry Form	10
<b>Appendix 2</b>	Definitions	11
<b>Appendix 3</b>	Control signs	13
<b>Appendix 4</b>	Identification / Advertising	14
<b>Appendix 5</b>	Safety equipment	15

## **1. General conditions**

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- 1.1** Qatar Motor and Motorcycle Federation (QMMF) organises in 2020 two bajas for motorcycles: 2020 QNB / moto – rounds 1 and 2.
- 1.2** 2020 QNB / moto rounds are organised in accordance with the FIM Sporting Code, the 2020 FIM Bajas World Cup Regulations, these General Regulations and the Supplementary Regulations of the event concerned.
- 1.3** 2020 FIM Bajas World Cup Regulations are available at:  
[file:///C:/Users/Utilizador/Downloads/65.800.02\\_En\\_2020\\_FIM\\_Bajas\\_World\\_Cup\\_Regulations\\_updated\\_22.02.2020%20\(3\).pdf](file:///C:/Users/Utilizador/Downloads/65.800.02_En_2020_FIM_Bajas_World_Cup_Regulations_updated_22.02.2020%20(3).pdf)
- 1.4** Characteristics of the events
- Each round will be run over desert terrain and will accommodate vehicles which comply, as appropriate, with FIM or national technical and safety regulations.
  - The maximum duration of a round will be two days from the scrutineering until the posting of final results.
  - The total distance of the special stages of a round will be between 100 and 250 kms.

## **2. Organisation Committee**

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Chairman	Abdulrahman Al Mannai
Members	Abdulrazaq Al Kuwari Amro Al-Hamad

## **3. Calendar**

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- Round 1 – 30/31 October
- Round 2 – 11/12 December

The organising committee reserves the right to modify the calendar and/or to cancel any round, particularly if less than 7 vehicles have been entered.

## **4. Definitions**

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See Appendix 2.

For the application of any article of these General Prescriptions, to be considered as participant in a round, a competitor must pass administrative checks and scrutineering, regularly check-in at TC1 and take the start of the selective section of that round.

## **5. Participation, Entry Form, Entry Fees**

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- 5.1** Anyone wishing to take part in a round of 2020 QNB / moto must send the official entry form duly completed and signed to the rally secretariat before the date of entries closure.  
The entry form is attached to these General Regulations (Appendix 1) and available on the organizer's website [www.qmmf.com](http://www.qmmf.com).
- 5.2** An entry application will be accepted only if accompanied by the payment or the proof of payment of the entry fees.  
The entry fees will be:
- For entries received no later than 8 days before scrutineering: QR 500
  - For entries received no later than 48 hours before scrutineering: QR 750

### 5.3 Payment Details

All entry fees must be paid by bank transfer, to the following bank account  
Qatar Motor & Motorcycle Federation (QMMF)  
Bank: Qatar International Islamic Bank  
Account Number: 1111-410066-001  
IBAN: QA15 QIIB 0000 0000 1111 4100 6600 1  
Branch: Main Branch, Grand Hamad Avenue, P.O. Box No. 664, Doha-Qatar  
Swift Code: QIIBQAQA

Registration office must be notified by e-mail once a transaction is made through the bank.

### 5.4 Entry fees will be refunded in full:

- to candidates whose entry has not been accepted,
- in case of the event not taking place.

### 5.5 «One-Event Licences» will be accepted for competitors registering simultaneously for both rounds of 2020 QNB / moto when registering for Round 1.

## 6. **Insurance**

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The entry fees include third party insurance.

## 7. **Eligible Vehicles**

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### 7.1 Each round of 2020 QNB / moto will be open to vehicles of the following classes:

- Class 1 - Motorcycles up to 450cc
- Class 2 - Motorcycles over 450cc
- Class 3 - Quads

### 7.2 Classes 1 & 2

Vehicles based on road legal production motorcycles that can be modified and/or equipped for Off-Road Baja competition as follows:

- The main parts – frame, engine (cylinder, cylinder head and crankcase) and swing-arm must be the standard component.
- Except for the crankcase, these main parts may be modified but must fulfil the FIM Technical Rules for Bajas - 450cc category.

### 7.3 Class 3

These vehicles must

- be based on a series production quad vehicle
- appear in the manufacturers' catalogue
- comply with the FIM rules for Group G or H
- be modified and/or equipped for Off-Road Cross-Country Rallies competition.

The chassis and the engine (cylinder, cylinder head and crankcases) must be standard components freely available to the public in retail and remain completely standard.

The crankcases must

- correspond to the make and model of the quad used,
- remain strictly original (i.e. may under no circumstances be changed or modified)
- fulfil the FIM Technical Rules for Baja - Quads category.

Please refer to the FIM Baja Technical Rules, Quads, for the capacity authorised per group.

### 7.4 FIM Cross-Country Rallies Technical rules are available at: [file:///C:/Users/Utilizador/Downloads/2020\\_2\\_CROSS-COUNTRY\\_RALLIES\\_TECHNICAL\\_RULES\\_SSV\\_0\\_01.pdf](file:///C:/Users/Utilizador/Downloads/2020_2_CROSS-COUNTRY_RALLIES_TECHNICAL_RULES_SSV_0_01.pdf)

- 7.5 A competitor may freely replace the vehicle declared on the entry form with another from the same class, up to the moment of scrutineering.

## **8. Identification**

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- 8.1 The organiser shall provide each rider with
- a set of identification plates (number plates) comprising 1 front plate and 2 side plates; the exact sizes and positioning of these number plates are shown in Appendix 4.
  - one bib measuring 26 cm x 30 cm, bearing the race number to be clearly worn on the rider's back, always visible and not hidden by anything; the race bib cannot be cut and/or modified and its back upper edge must be a maximum of 20 cm from the neck of the rider.
- 8.2 At any time during the event, the absence or incorrect positioning of a race number (plate or bib) may incur a fine equivalent to 20% of the entry fees.

## **9. Advertising**

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- 9.1 Riders shall be free to affix any advertising on their motorcycles provided that:
- it is authorised by the national laws,
  - it is not of a political or religious character,
  - it is not likely to give offence,
  - it respects the regulations on competition numbers,
  - it does not interfere with the spaces reserved for the Organiser's obligatory advertising.
- 9.2 The text of any Organiser's obligatory advertising and the spaces reserved for the purpose will be clearly indicated in the supplementary regulations of the event concerned.
- 9.3 Riders must ensure that the advertising is properly affixed throughout the running of the event. If compulsory advertising is absent or wrongly affixed, a fine of 10% of the entry fee will be incurred for a first offence, and 100% of the entry fee for each repeated offence.

## **10. Administrative checks and Scrutineering**

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- 10.1 Riders taking part in the event must report to the administrative checks and scrutineering in accordance with the timetable published in the supplementary regulations. Details concerning the location, individual convocation times and cash penalty for late check-in, shall be given in the supplementary regulations of each event.

### **10.2 Documents required**

During the administrative checks the following original and valid documents will be controlled:

- rider's competition licence
- rider's valid driving licence
- rider's passport or identification
- ASN authorisation, for all foreign riders
- completion of all details on the entry form
- vehicle registration papers

### **10.3 Scrutineering**

Only those riders which have passed the administrative checks may present themselves with their vehicle equipped with its rally plates and compulsory advertising affixed.

Vehicles may be presented at scrutineering by a representative of the rider unless otherwise detailed in the supplementary regulations.

Scrutineering will be of a general nature, checking the make and model of the vehicle, apparent conformity with the class in which it is entered, conformity of the safety items, conformity of the vehicle with the Highway Code, etc.

At scrutineering, competitors must present their helmets for approval.

#### **10.4 Sound Control**

2020 FIM Bajas World Cup Regulations article 82.8.2.2 applies.

#### **10.5 Change of classes**

At the time of scrutineering, if a vehicle as presented does not correspond to the class in which it was entered, the Stewards may transfer it to the appropriate class recommended by the Chief Scrutineer or refuse it definitively.

### **11. Driving conduct and Reconnaissance**

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#### **11.1 General rules**

Riders must always behave in a sporting manner.

Riders must always drive in the direction of the Selective Section (except solely to carry out a round turn). It is prohibited to deliberately block a competitor or prevent them from overtaking. Except if clearly authorised in the supplementary regulations, it is forbidden to transport a vehicle by any means (truck, trailer, etc.).

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

Any infringement will be reported to the Stewards, who may impose a penalty up to disqualification.

#### **11.2 Reconnaissance**

As from the publication of the supplementary regulations, the presence of a competitor, or anyone connected with a competitor, on any part of the itinerary of an event is prohibited.

Reconnaissance passages of the baja route are totally forbidden. Possession of notes from the route or other information different from those given by the Organisation is forbidden.

Failure to respect these rules will result in the competitor being reported to the Stewards.

### **12. Service**

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**12.1** From the start of the baja, service of a competing motorcycle may be carried out exclusively in a Service Area, specified in the supplementary regulations and marked on the road book.

**12.2** The rider, using solely the equipment on board and with no external physical assistance, may perform service on the motorcycle at any time, other than where this is specifically prohibited.

**12.3** During a Selective Section any repair on an entered motorcycle can be done only by the rider himself or any other rider officially entered and still in the competition.

#### **12.4 Service Area**

Only vehicles and their crew identified as "Service" can enter these areas and work on the motorcycle. The maximum speed allowed in a Service Area is 30 km/h.

The use of an environmental mat (minimum dimensions equal to the wheelbase of the motorcycle and of the width of the handlebars) is obligatory.

### **13. Fuel – Refuelling**

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**13.1** Refuelling can only be made at the official refuelling zones indicated by the organiser.

**13.2** While at the refuelling point, only actions directly involved in the refuelling of the motorcycle are permitted, no intervention on the vehicle being allowed.

### **13.3 Procedure**

The following procedures will apply on the official remote refuelling zones:

- The use of an environmental mat (minimum dimensions equal to the wheelbase of the motorcycle and of the width of the handlebars) is obligatory
- The team must have a 5 kg minimum portable extinguisher (A.B.C. polyvalent powder) in the vicinity of the refuelling point (max. 5 m distance)
- The engine of the motorcycle must be stopped
- A penalty of QR 400 will be applied for each offence to the above regulations

**13.4** All motorcycles must have sufficient fuel range to cover at least 80 km between official refuelling points. An extra safety margin of 10% is recommended.

**13.5** No fuel or any inflammable liquid may be carried other than in a tank or container permanently attached to the machine.

## **14. Tyres**

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The make and model of tyres are free except for sand paddle tyres.  
The use of Bib Mousse is permitted.

## **15. Start**

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### **15.1 Starting order and intervals**

The Clerk of the Course of each round will decide the starting order for the baja as well as the start intervals.

### **15.2 Start area**

Before the start of the competition element of the event, the Organiser may assemble all the competing vehicles in a start area, into which vehicles must be driven before the start time as detailed in the supplementary regulations.

The exclusively pecuniary penalties for late arrival in the starting area shall be specified in the supplementary regulations.

No service is allowed in the start area.

### **15.3 Maximum lateness at a start**

Any rider reporting more than 30 minutes late at the start of any section of the event shall not be allowed to start that section and will be deemed to have retired.

## **16. Timecard**

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2020 FIM Bajas World Cup Regulations article 82.17 applies.

## **17. Control Zones**

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2020 FIM Bajas World Cup Regulations article 82.18 applies.

## **18. Time Controls**

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2020 FIM Bajas World Cup Regulations article 82.20 applies.

## **19. Regrouping**

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2020 FIM Bajas World Cup Regulations article 82.23 applies.

## **20. Selective Sections**

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### **20.1 Start of a Selective Section**

- At the start of a Selective Section, when the motorcycle comes to a stop in front of the starting control, the timekeeper on duty will enter on the time card of the rider the true starting time of the motorcycle concerned (hour and minute), then will call out the last 30 seconds, 15 seconds and last five seconds one at a time. After the last five seconds, the starting signal will be given and this must be immediately followed by the start of the motorcycle. A countdown clock or a system of lights can also be used.
- A start made before the official has given the signal will be penalised by a minimum of one minute. This penalisation does not rule out more serious sanctions that may be applied by the Stewards, particularly in the case of a repeated offence.
- Remaining for more than 30 seconds on the start line after the starting signal, will incur a penalty of two minutes.
- The start of a Selective Section at the time indicated on the time card can be delayed by the timekeeper only.
- Any rider refusing to take the start of a Selective Section at the time and in the position that have been allotted will be penalised.
- When a rider is unable to present his motorcycle with his engine running at the start of a Selective Section, the penalty shall be one minute per minute of lateness.

### **20.2 Passage Controls**

2020 FIM Bajas World Cup Regulations article 82.21 applies.

### **20.3 Crossroad Controls**

2020 FIM Bajas World Cup Regulations article 82.22 applies.

### **20.4 Speed Control Zones**

- Organisers must establish speed control zones when a Selective Section passes through a populated area and at other locations at their discretion.
- The start of the speed control zone will be indicated in the Road Book by a box marked "SZ" and by a waypoint (WPS or WPE).  
90 metres before this waypoint, competitors will be informed by their NAV-GPS that they are approaching a speed control zone.  
90 metres after this waypoint, the tolerance zone, within which no penalty applies, ends.
- The end of the speed control zone will be indicated in the Road Book by a box marked 'FZ' and by a waypoint (WPE).  
90 metres before this waypoint the tolerance zone, within which no penalty applies, begins.
- Within a speed control zone, organisers may specify a speed limit of 30, 40, 50 or 90 kph. The speed imposed will be permanently displayed on the NAV-GPS.  
If there is a divergence between the Road Book and the NAV-GPS, the information given by the NAV-GPS will prevail.
- In the event of an infringement, the competitor will be penalised by the Clerk of the Course. The penalties will be as follows:  
Between 1 and 5 kph: 10 seconds x the number of pulses  
Between 6 and 15 kph: 1 minute x the number of pulses + a fixed amount of QR 200  
Between 16 and 40 kph: 2 minutes x the number of pulses + a fixed amount of QR 400  
Over 40 kph: 5 minutes + a fixed amount of QR 1,000.

### **20.5 Waypoints**

**20.5.1** All waypoints are contained in the memory of the NAV-GPS provided by the Organiser.

**20.5.2** The crew must pass through all waypoints in chronological (ascending) order and is not allowed to drive back to get a previously missed waypoint.

**20.5.3** The penalty for the non-validation of a waypoint, as well as the maximum number of waypoints which may be missed during a leg, is stipulated in the supplementary regulations of each event.

**20.5.4 WPV (Visible Waypoint)**

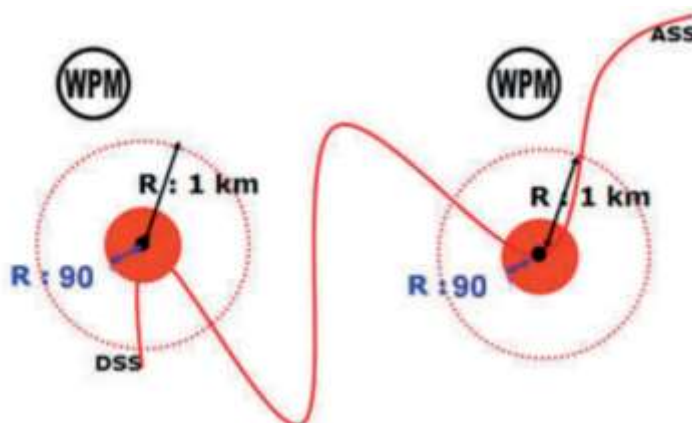
Travelling towards a visible waypoint, all information is displayed on the screen of the NAV-GPS at any time when the WPV is selected. WPVs are usually used from the service park/bivouac to the SS start and from the SS finish to the service park/bivouac. In order to validate a WPV a competitor must pass within 90 metres of it.

**20.5.5 WPE (Eclipse Waypoint)**

A waypoint which becomes completely visible on the NAV-GPS once the previous one in the chronological order has been validated, whatever the distance between the previous one and the WPE may be. In order to validate a WPE a competitor must pass within 90 metres of it.

**20.5.6 WPM (Masked Waypoint)**

The NAV-GPS directs the competitor towards this point only once he has come within a minimum 1 km radius of it. In order to validate a WPM a competitor must pass within 90 metres of it.



**20.5.7 WPS (Waypoint Safety)**

A waypoint used to ensure competitors' safety. The NAV-GPS directs the competitor towards this point only once he has come within a minimum 800 m radius of it, or if a previous WPS has been validated if the distance is shorter. In order to validate a WPS a competitor must pass within 90 metres of it.

**20.6 Arrival of a Selective Section**

- The finish time of a Selective Section is recorded at the flying finish.
- Stopping between the yellow warning sign and the stop sign is forbidden and in case of an infringement a 15-minute time penalty will be applied by the Clerk of the Course.
- Timing will be recorded with print-out equipment at the finish line and be backed up by any other means. The timekeepers must be positioned level with the finish line, indicated by the two signs bearing a chequered flag on a red background.
- The rider must report to the stop point indicated by the red "STOP" signs to have its finishing time entered on the Timecard (hour, minute, second).
- If the selective section is followed by a road section, the finishing time entered on the Timecard will also be the starting time of the following road section (hour and minute).
- A competitor who does not stop at the stop point to have his times entered will incur a penalty of 1 hour.

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**21. Parc Fermé**

2020 FIM Bajas World Cup Regulations article 82.25 applies.



## **22. Final Checks**

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- After the finish formalities, vehicles must be placed in a parc fermé where they must remain until released by the Stewards.
- The Provisional Classification shall be published at the time specified in the supplementary regulations (or in a bulletin), which shall be as soon as practical after the last vehicle has checked in at the final control, even if final scrutineering remains in progress.
- Post-event scrutineering involving the dismantling of a motorcycle may be carried out either at the discretion of the Stewards or following a protest or upon the recommendation of the Clerk of the Course to the Stewards.

## **23. Prizes & Awards in each round**

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### **23.1 General Classification**

- 1<sup>st</sup> – Trophy
- 2<sup>nd</sup> – Trophy
- 3<sup>rd</sup> – Trophy

### **23.2 Class 1 Classification**

- 1<sup>st</sup> – Trophy and QR 5,000
- 2<sup>nd</sup> – Trophy and QR 4,000
- 3<sup>rd</sup> – Trophy and QR 3,000

### **23.3 Class 2 Classification**

- 1<sup>st</sup> – Trophy and QR 5,000
- 2<sup>nd</sup> – Trophy and QR 4,000
- 3<sup>rd</sup> – Trophy and QR 3,000

### **23.4 Class 3 Classification**

- 1<sup>st</sup> – Trophy and QR 5,000
- 2<sup>nd</sup> – Trophy and QR 4,000
- 3<sup>rd</sup> – Trophy and QR 3,000

- 23.5** If there are less than 3 participants in any class, only the prize money for the class winner will be awarded.

## **24. Protests and Appeals**

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2020 FIM Bajas World Cup Regulations article 82.33 applies.

### **24.1 Protest Fees**

- Sum of the protest fee: QR 5000.
- If the protest requires the dismantling and re-assembly of a clearly defined part of the vehicle (engine, transmission, braking system, electrical installation, bodywork, etc.), the claimant must pay an additional deposit of QR 5000.  
If the protest requires the dismantling and re-assembly of different parts of a vehicle, the claimant must pay an additional deposit of QR 5000 minimum.

### **24.2 Appeal Fees**

Sum of the national appeal fee: QR 8000.

Appendix 1 – Entry Form



**2020 QATAR NATIONAL BAJA**  
(Motorcycles)  
**ENTRY FORM**

Round		Team name (if any)	
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**Rider identification**

First (given) name		Competition licence No.	
Family name		Issuing ASN	
Male/Female		Postal address for correspondence	
Date of birth			
Nationality		Email address	
Passport / ID No.		Telephone No.	
Issuing country		Mobile telephone No.	
Issuing date		Next of kin name	
Expiry date		Relationship	
Driving licence No.		Telephone No.	
Issuing country			

**Motorcycle details**

Make		Chassis No.	
Model		Engine No.	
Registration No.		Cubic Capacity	
Country of registration		Class (see regulations)	

I, the undersigned take part in the Sealine Cross Country Rally at my own risk. I exonerate the FIM, QMMF, the Organizers and officials, their employees, officers and agents from any and all liability for any loss, damage or injury, which I may incur in the course of the event. Furthermore, I undertake to indemnify and hold harmless the FIM, QMMF, the Organizers and officials, their employees, officers and agents from and against any and all liability to third parties for any loss, damage or injury which I am jointly and severally liable.

Signature	Date
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**Entry Fees**

Entries received no later than 8 days before scrutineering:	QR 500
Entries received no later than 48 hours before scrutineering:	QR 750

## **Appendix 2 - Definitions**

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### **BEGINNING OF THE EVENT**

The event begins on the day of administrative checks. The competition element of the event begins at the first time control (TC0).

### **BRIEFING**

A briefing is a meeting where the Organiser will provide additional information to the crews. At the first briefing of an event, the participation of at least one crew member is compulsory. The date, time and attendance requirements must be specified in the Supplementary Regulations.

### **BULLETIN**

An official written document intended to clarify or complete the Supplementary Regulations of the event.

### **COMMUNICATION**

Official written document of an informative nature which may be issued by either the Clerk of the Course or the Stewards.

### **CONTROL AREAS**

The area between the first yellow warning sign and the final beige sign with three transverse stripes is considered as the control area.

### **COG (CAP OVER GROUND)**

Information given by the GPS, indicating the heading followed by a moving vehicle.

### **CTW (CAP TO WAYPOINT)**

Information given by the GPS, indicating the heading to follow up to the next Waypoint.

### **DECISION**

A document issued by the Clerk of the Course or the Stewards to announce their findings following an inquiry, hearing or investigation.

### **END OF THE EVENT**

The event ends upon the posting of the Final Classification. The competition element of the event finishes at the final time control.

### **FZ**

The end of a speed control zone, marked by a waypoint.

### **GPS (GLOBAL POSITIONING SYSTEM)**

A system using satellites to localise precisely longitude, latitude and altitude at any point on earth.

### **LEG**

Each competitive part of the event separated by an overnight halt or overnight regroup.

### **MAXIMUM TIME**

The maximum target time, calculated by the Organiser, within which the rider must validate various controls.

**NEUTRALISATION ZONE** A zone between parts of a Selective Section. An area in which competitors arrive and leave separated by the same interval, timed to the second. The start of the following part of the Selective Section will be at a target start time, determined by adding the neutralisation time to the arrival time for the previous part of the Selective Section. No intervention on the vehicle is allowed apart from that carried out by the rider itself, or by any competitor still in the competition, with the on-board equipment.

**OFFICIAL TIME**

Time to be used during the event by the Organiser and specified in the Supplementary Regulations.

**PARC FERMÉ**

An area in which any operation, checking, tuning or repair on the vehicle is not allowed unless expressly provided for by these regulations and where only authorised officials are admitted.

**PASSAGE CONTROL (PC)**

In order to check that the riders are respecting the itinerary in the Road Book, passage controls (PC) may be set up at locations mentioned and numbered in the Road Book. These controls will be associated to a waypoint and identified by the signs shown in Appendix 3.

**PROHIBITED SERVICE**

The use or receipt by the rider of any manufactured materials (solid or liquid, unless supplied by the organisers), spare parts, tools or equipment other than those carried in competing vehicles, or the presence of person(s) in the vicinity of the vehicle.

**RALLY HEADQUARTERS (HQ)**

The HQ is the administrative centre of an event. During the competition elements, it is also the location from which the Clerk of the Course carries out his tasks (Rally Control).

**RECONNAISSANCE**

The presence of a competitor, or anyone connected with a competitor, on any part of the itinerary of an event.

**REGROUP**

A stop scheduled by the Organiser which may be under parc fermé conditions, having a time control at the entrance and exit to enable the schedule to be followed and/or to regroup the vehicles still in the event. The stopping time may vary from rider to rider.

**ROAD SECTIONS**

The parts of an itinerary which are not used for Selective Sections.

**SECTION OF THE EVENT (SECTION)**

Each part of the event separated by a regroup.

**SELECTIVE SECTION (SS)**

Timed speed test on roads/open country not closed to the public for the event.

**SERVICE**

Any work on a competing vehicle except where limited in these regulations.

**SZ**

The start of the speed control zone marked in the road book and coincident with a waypoint. In case of discrepancy between the two, the waypoint will be binding.

**TECHNICAL ZONE**

A zone for the purpose of carrying out technical checks by the scrutineers.






























**TIMECARD**

A card intended for the entry of times recorded at the different control points and entries made by Passage Controls scheduled on the itinerary.







**WAYPOINT (WP)**

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

Appendix 3 – Control signs

CONTROL TYPE TYPE DE CONTRÔLE	CONTROL ZONE (diameter of signs: about 70cm) ZONE DE CONTRÔLE (diamètre des panneaux de signalisation : 70 cm environ)		
Direction of travel Sens du parcours	⇄		
	← PARC FERME →		
	YELLOW SIGNS - Zone entry PANNEAUX JAUNES - Début de zone	RED SIGNS - Compulsory stop PANNEAUX ROUGES - Arrêt obligatoire	BEIGE SIGNS - End of zone PANNEAUX BEIGES - Fin de zone
PASSAGE CONTROL CONTRÔLE DE PASSAGE	 ← 25 m min →	 ← 25 m →	
TIME CONTROL (TC) CONTRÔLE HORAIRE	 ← 25 m min →	 ← 25 m →	
TC AT SERVICE PARK ENTRÉE CH ENTRÉE DU PARC D'ASSISTANCE	 ← 5 m →	 ← 5 m →	
TC AT SERVICE PARK EXIT CH SORTIE DU PARC D'ASSISTANCE	 ← 5 m →	 ← 5 m →	
TIME CONTROL (TC) AND SS START CH ET DEPART DE SS	 ← 25 m min →	 ← 50-200 m →	 ← 25 m →
SS START NEXT PART OF AN SS COMMENCER LA PARTIE SUIVANTE D'UN SS	 ← 50-200 m →	 ← 25 m →	
FINISHES OF SS FINIS DE SS	 ← 100 m →	 ← 150-300m → FLYING FINISH (NO STOP) LIGNE D'ARRIVÉE	 No TC sign ← 25 m →
OTHER FIA STANDARD RALLY SIGNS (diameter of the signs: about 70cm) AUTRES PANNEAUX DE SIGNALISATION STANDARD DE LA FIA (diamètre des panneaux : 70 cm environ)			
BLACK SYMBOL ON A BLUE BACKGROUND SYMBÔLE NOIR SUR FOND BLEU			
TYRE MARKING / CHECKING MARQUAGE / VERIFICATION DES PNEUS		Sign for all tyre operations; only tyre marking and tyre checking allowed in this zone. Panneau pour toutes les opérations liées aux pneus; seul le marquage et le contrôle des pneus sont autorisés dans cette zone.	
REFUELLING ZONE ZONE DE RAVITAILLEMENT		Sign for all refuel operations (not on public fuel stations); only refuelling allowed in this zone. Panneau pour toutes les opérations liées aux ravitaillements; (pas sur les stations d'essence publiques); seul le ravitaillement est autorisé dans cette zone.	
SERVICE ZONES ZONES DE SERVICE		Sign for service operations outside the service park/bivouac. Panneau pour toutes les opérations liées aux services en dehors du parc d'assistance / bivouac.	
MEDIA ZONES ZONES MEDIAS		Sign for media zones, only actions permitted by the regulations are allowed in this zone. Panneau pour les zones réservées aux médias; seules les actions prévues au règlement sont autorisées dans cette zone.	

<p>TIME CONTROL CONTRÔLE HORAIRE</p>  <p>Color of control area entry: <b>YELLOW</b> Color of control: <b>RED</b> Couleur de début de zone : <b>JAUNE</b> Couleur du contrôle : <b>ROUGE</b></p>	<p>SS START DEPART DE SS</p>  <p>Color of control area entry: <b>YELLOW</b> Color of control: <b>RED</b> Couleur de début de zone : <b>JAUNE</b> Couleur du contrôle : <b>ROUGE</b></p>	<p>FLYING FINISH LINE LIGNE D'ARRIVÉE LANCÉE</p>  <p>Color of control area entry: <b>YELLOW</b> Color of control: <b>RED</b> Couleur de début de zone : <b>JAUNE</b> Couleur du contrôle : <b>ROUGE</b></p>
<p>STOP CONTROL CONTRÔLE STOP</p>  <p>Color: <b>RED</b> Couleur : <b>ROUGE</b></p>	<p>PASSAGE CONTROL CONTRÔLE DE PASSAGE</p>  <p>Color of control area entry: <b>YELLOW</b> Color of control: <b>RED</b> Couleur de début de zone : <b>JAUNE</b> Couleur du contrôle : <b>ROUGE</b></p>	<p>END OF CONTROL ZONE FIN DE LA ZONE DE CONTRÔLE</p>  <p>Color: <b>BEIGE</b> Couleur : <b>BEIGE</b></p>



1	3 stickers with competition numbers (15 x 20 cm)
2	2 stickers with organiser's advertising (12 x 12 cm)
3	1 race bib (26 x 30 cm)

### 01.65 EQUIPMENT AND PROTECTIVE CLOTHING DURING PRACTICE AND RACE

The FIM cannot be held liable for any injuries that a rider or passenger may sustain from the use of a specific item of equipment or protective clothing.

#### 65.01 Clothing and protectors

It is compulsory that riders/passengers wear either a suit or trousers and long-sleeve shirt. It is recommended to use suit, trousers, long-sleeve shirts and undergarments made of textiles which are not fully constituted of nylon or spandex (e.g. Lycra, Elastan), in order to avoid degradation in case of abrasion (friction). Moreover, it is compulsory that riders/passengers wear back and chest protectors. It is recommended that back and chest protectors comply with EN 1621-2 and prEN 1621-3 (or EN 14021), respectively. Repaired overalls are acceptable provided that the repair guarantees protection to the same standard as the original garment. The Chief Technical Steward has the right to refuse any temporary repairs which are not deemed to provide the same protection as the original garment.

#### 65.02 Footwear

Footwear, in a good condition, made of leather or other materials having equivalent properties, shall be worn and have a minimum height of 30 cm.

#### 65.03 Gloves

Riders/passengers shall wear gloves made of leather or other materials having equivalent properties.

#### 65.04 Eye protection

Riders/passengers shall wear goggles. The use of glasses, helmet visors and "roll offs" is also permitted. The use of "tear offs" is forbidden for environmental reasons. The material used for glasses, goggles and visors must be made of shatter-proof material. Helmet visors must not be an integral part of the helmet. Eye protectors which cause visual disturbance (e.g. scratched) must not be used.

### 01.67 WEARING OF HELMETS

- It is compulsory for all participants taking part in practice and races to wear a protective helmet. The helmet must be properly fastened, be of a good fit, and be in good condition. The helmet must have a chin strap type 'retention system'.
- A protective lower face cover must be present and must be not detachable and not moveable.
- Helmets constructed with an outer shell made of more than one piece are not permitted (e.g. they must not contain any seam).
- A retention system with a strap and the double D ring closing system is recommended.
- All helmets must be marked with one of the official international standard marks mentioned in Art. 01.70. Any FMN approval marks do not substitute the official international standard marks.
- A helmet is made to provide protection. A helmet is not a platform to attach foreign objects. Cameras or other accessories are NOT permitted nor shall be attached to the rider's helmet.
- Long hair must not come out of the helmet. Long hair must be completely contained within the helmet. Failure to observe the above rules will entail exclusion.

### 01.69 HELMET OPERATIVE INSTRUCTIONS

#### 69.01

Scrutineers, under the supervision of the Chief Technical Steward, may check prior to practice and the races that all helmets meet the technical requirements.

#### 69.02

If a helmet does not meet the technical requirements or is found to be defective, the Technical Steward must clearly mark in red (e.g. with a red dot) all international marks without destroying them and retain the helmet until the end of the event. The rider must submit another helmet for approval by the Technical Steward. After an accident involving impact, the helmet must be presented to the Technical Steward for examination.

**69.03**

All helmets must be intact and no alteration must have been made to their construction. After an accident involving a shock or impact, the helmet must be presented to the Technical Steward for examination

**69.04**

The Chief Technical Steward and/or the Technical Steward may perform the following checks before the rider is permitted to take part in practice of the race:

**69.04.1** That the helmet fits well on the rider's head.

**69.04.2** That it is not possible to slip the retention system over the chin, when fully fastened.

**69.04.3** That it is not possible to pull the helmet over the rider's head by pulling it from the back of the helmet.

**01.70 RECOGNISED HELMET APPROVAL MARKS**

Helmets must conform to one of the recognised international standards:

EUROPE	ECE 22-05 (only "P" type)
JAPAN	JIS T 8133:2015 (only "Type 2 Full face")
USA	SNELL M 2015

Examples of labels are reported below (for Europe, the country numbers which have granted the approval are also indicated):

EUROPE	 <p><b>051406/P-1952</b></p> <p>1/ 1 for Germany, 2 for France, 3 for Italy, 4 for the Netherlands, 5 for Sweden, 6 for Belgium, 7 for Hungary, 8 for the Czech Republic, 9 for Spain, 10 for Yugoslavia, 11 for the United Kingdom, 12 for Austria, 13 for Luxembourg, 14 for Switzerland, 15 (vacant), 16 for Norway, 17 for Finland, 18 for Denmark, 19 for Romania, 20 for Poland, 21 for Portugal, 22 for the Russian Federation, 23 for Greece, 24 for Ireland, 25 for Croatia, 26 for Slovenia, 27 for Slovakia, 28 for Belarus, 29 for Estonia, 30 (vacant), 31 for Bosnia and Herzegovina, 32 for Latvia, 33 (vacant), 34 for Bulgaria, 35 (vacant), 36 for Lithuania, 37 for Turkey, 38 (vacant), 39 for Azerbaijan, 40 for The former Yugoslav Republic of Macedonia, 41 (vacant), 42 for the European Community (Approvals are granted by its Member States using their respective ECE symbol), 43 for Japan, 44 (vacant), 45 for Australia, 46 for Ukraine, 47 for South Africa and 48 for New Zealand. Subsequent numbers shall be assigned to other countries in the chronological order in which they ratify or accede to the Agreement Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, and the numbers thus assigned shall be communicated by the Secretary-General of the United Nations to the Contracting Parties to the Agreement.</p>
JAPAN	 <p>Protective helmet for motor vehicle users  <b>T8133:2015 Class 2</b>      Certification No. XX0000000      Label serial No. 0000000000  <b>XXX</b> Manufacturer's name  <small>(Insert mark of certification body)</small></p>
USA	 <p>WARNING: SOME HELMETS ARE NOT RESEALABLE &amp; PARTS MAY WEAR AND BE HELMETS CAPABLE TO PROTECT AGAINST SEVERE INJURY OR DEATH.</p> <p><b>12015</b></p> <p>SAMPLE</p> <p><b>SNELL</b>      MEMORIAL FOUNDATION</p> <p>SAMPLE CERTIFIED HELMET MEETS THE SNELL STANDARD AND IS SO CERTIFIED.</p>