



RALLYE DU MAROC 2018

**FIM CROSS-COUNTRY RALLIES WORLD CHAMIONSIPS 2018**

SUPPLEMENTARY REGULATION FOR BIKES  
QUADS AND ASSISTANCE VEHICLES



**9/08/18 Version  
Approved**



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## **1. PUBLICATION**

ODC, organises **the Rallye du Maroc from 03 to 09 October 2018, registered to the FIM Cross-Country World Championship with the number: 801/06 and International Events**, will be the final round of the 2018 FIM Cross-Country Rallies World Championship, on behalf of the Royal Moroccan Federation of Motorcycles. The event will be held in accordance with the relevant legal and administrative provisions of the host country, the FIM Sporting Code, the applicable FIM Technical Regulations, the FIM Medical, Anti-Doping and Environment Codes, the FIM Disciplinary and Arbitration Codes and the Regulations of the **FIM Cross-Country Rallies World Championship** and its Appendices, these Supplementary Regulations, and any other regulations adopted by the FIM International Jury.

These Supplementary Regulations cannot contradict the aforementioned FIM Codes and Regulations and in particular the FIM Cross-Country Rallies World Championship Sporting and Technical Regulations. In the event of any discrepancy or conflict between these Supplementary Regulations and any of the FIM rules mentioned above, the latter will prevail.

### **IMN FIM Approved:**

- **801/06 : Bike**
- **809/06 : Veteran**
- **810/06 : Female**
- **811/06 : Quad**
- **812/06 : Junior**

### **FMNR Approval: VISA N°04/2018**

In case of discrepancy or conflict between the two texts concerning the interpretation, the English text prevails. The approved special regulations will be published in English and French on the FIM website and that of the organizer.

In any matter not covered by the FIM Cross-Country Rallies World Championship Sporting and Technical Regulations and its appendices or in the other applicable FIM Regulations or in these Supplementary Regulations, the FIM International Jury will decide.

All additional provisions regarding technical or organizational issues not mentioned in these Supplementary Regulations will be announced by additives, dated, numbered and signed. These additives will be an integral part of the Supplementary Regulations and will be posted on the official notice board of the Rally. They will also be communicated during the briefing of the riders and communicated as soon as possible directly to the riders.

## **2. ORGANISATION COMMITTEE**

President of the FRMM:	Abdellah LARAICHI
Director of the Event:	David Castera and Jordi Ballbe
Assistant Director of the Event:	Emmanuelle Castera
Secretary of the Event:	TBC



### 3. ADDRESS OF THE PERMANENT SECRETARY

**ODC**

Avinguda Meritxell, 81  
AD 500 Andorra La Vella  
Andorra

Tel: +376 83 83 04 - Email : [participants@rallyedumaroc.com](mailto:participants@rallyedumaroc.com) - Web : [www.rallyedumaroc.com](http://www.rallyedumaroc.com)

### 4. LIST OF OFFICIALS

FUNCTION	NAME	LICENCE N°
FIM Jury President	RITA Jose	FIM 12054
1 <sup>st</sup> FIM Jury Member	POULSEN Juvana	FIM 11237
2 <sup>nd</sup> FMNR Jury Member	RIDA SBAI Larbi	FIM 12053
Race Director	ESSOUSSI Mahmoud	FIM 12152/3059
Assistant Race Director / CCR Relation	WULVERICK Jean-François	FIM 12548
Director of the Event	CASTERA David	
FIM Technical Delegate	SANTEJ Izak	FIM 12579
Technical Commissioner	DUCROS Philippe	FIM 10704
Competitor relations FIM CRO	MAINDRON Jean Luc	FIM 12546
FRMM Delegate	LARAICHI Abdellah	FIM 12813
Chief Medical Officer	AUBRY Olivier	?????
In charge of Tracking	GRECOURT Richard	TBC
In charge of Results	THOMAS Bruno	FIM 10721
In charge of GPS ERTF	RODRIGUES Cesar	FIM 10735
Chief Security Officer	CASTERA David	
Secretary of the Event	HERVAGAULT Marie	
In charge of media		
In charge of the Enduro Cup		

The list of officials as well as de facto judges (name + license number) of the organization will be posted on the information board and the list communicated to the members of the Jury.



## **5. PROGRAM OF THE EVENT**

- **Opening date for Registration: 2nd April, 2018**
- **Closing date for Registration: 15th September, 2018**
- **Date of publication of the starting lists: 4th October 2018**
- **Opening of the press room and accreditation center**

HOTEL MARRIOT - FES: at 9h00 **Wednesday 3rd October 2018**

HOTEL CHERGUI – ERFOUD: at 14h00 **Friday 5th October 2018**

- **Administrative checks and reception of material and documents**

HOTEL MARRIOT- FES **Wednesday 3rd October** from 8h00 to 19h30 and **Thursday 4th October** from 7h30 to 10h00.

- **Technical Verifications**

HOTEL MARRIOT - FES: from 10h00 to 20h00 **Wednesday, 3rd October** and from 8h00 to 11h00 **Thursday 4th October 2018.**

- **Parc Fermé**

At the end of the technical verifications, the vehicles will be put in Parc Fermé, 'Closed Parking' (SPORTS COMPLEX – FES)

- **First General Briefing and Daily Briefing**

A general briefing will be held at the HOTEL MARRIOT on **Wednesday, 3<sup>rd</sup> of October** at 20:00, presenting the Super Special and Stage 1. After which the following briefings will be held at Hotel CHERGUI in the OASIS at 19:00.

- **Team Managers' Briefing**

HOTEL MARRIOT – FES: The team managers' briefing will be held at 8h30 on **Thursday, 4th of October 2018** in the presence of the Race Directors.

- **Press conference before departure:**

HOTEL MARRIOT – FES: 18h00 **Wednesday, 3rd October 2018**

- **1st Reunion of FIM International July**

HOTEL MARRIOT – FES: 11h00 **Thursday, 4th October**

After which they will be held each evening at the time fixed at the previous meeting

- **Schedule of Stages**

The official time of the Rallye du Maroc 2018 will be at the local time in Maroc.

Road books will be distributed at the official RALLYE Hotel from **16h30.**



Supplementary regulation BIKES/QUADS - **RALLYE DU MAROC 2018**

Jour / Date	Ville Départ	Ville Arrivée	Etape	MOTO / QUAD / SSV			AUTO			CAMION			ASSISTANCE Total
				liaison	SS	Total	liaison	SS	Total	liaison	SS	Total	
D 4/1	Fes	Fes	0	37,00	10,00	47,00	37,00	10,00	47,00	37,00	10,00	47,00	0,00
L 5/1	Fes	Erfoud	1	322,00	103,00	493,00	322,00	103,00	516,00	322,00	103,00	516,00	406,00
M 6/1	Erfoud	Erfoud	2	36,00	281,00	317,00	36,00	329,00	365,00	36,00	329,00	365,00	0,00
M 7/1	Erfoud	Erfoud	3	5,00	275,00	280,00	28,00	289,00	317,00	28,00	289,00	317,00	0,00
J 8/1	Erfoud	Erfoud	4	23,00	294,00	317,00	7,00	342,00	349,00	7,00	342,00	349,00	0,00
V 9/1	Erfoud	Fes	5	259,00	128,00	457,00	259,00	128,00	457,00	301,00	128,00	451,00	406,00
Total				682,00	1 229,00	1 911,00	689,00	1 362,00	2 051,00	731,00	1 314,00	2 045,00	812,00

- **Arrival of the Rally**

Will take place in the region of IFRANE from 13h00 **Tuesday, 9th October 2018.**

- **Final Closed Park 'Parc Fermé'**

Will be located at the sports complex in FES on **Tuesday, 9th October 2018.**

- **Final Technical Verifications**

Will take place from 14h00 **Tuesday, 9th October 2018** in the sports complex in FES

- **Final meeting of the jury**

Will take place at the HOTEL MARRIOT- FES and the schedule will be determined at the previous Jury meeting for **Tuesday, 9th October 2018**

- **Publication of Final Provisional Results**

Will be published in the Parc Fermé and at the **PC Course** at the HOTEL MARRIOT- FES, from **15h00 – Tuesday, 9th October 2018**

- **Publication of Final Official Results**

Will be published in the Parc Fermé and at the **PC Course** at the HOTEL MARRIOTT - FES, **30' after displaying the provisional final results on Tuesday, 9th October 2018** and on the website dedicated to the Rallye du Maroc 2018.

- **Prize Giving Ceremony**

Will take place at the **HOTEL MARRIOTT- FES** from **21h30 Tuesday, 9th October 2018.**

- **Official Notice Board**

From 2nd October to 4th October at the HOTEL MARRIOT - FES and the SPORTS COMPLEX - FES

From 5th October to 8th October at the HOTEL EL CHERGUI in ERFOUD

The 9th October at the HOTEL MARRIOT - FES and the SPORTS COMPLEX - FES

**All important information concerning the rally and results will be simultaneously available on the website dedicated to the Rallye du Maroc 2018.**

## 6. COMPETITORS

### 6.1 ENTRY CONDITIONS & RIGHTS



- The maximum number of bikes accepted is 150.
- Competitors enter the Rallye du Maroc 2018 in full knowledge of the risks that competing in this event entail. Competitors release in advance the Organisers, the FMNR and the FIM from any criminal or civil responsibility in the event of a physical or material accident as a result of participating in the 2018 Rallye du Maroc.
- To be registered on the 2018 Rally of Morocco, any person of any nationality over 18 years of age, must be in possession of the FIM 2018 Cross-Country Rallies World Championship license (annual or single event), issued by their National Federation (with the exception of the Enduro Cup category, see Art 23.7).
- Any copy or statement of loss or theft of the above mentioned driver's license will not be accepted as it does not legally substitute the possession of a driving license conforming to the capacity of the motorcycle.
- The Organising Committee reserves the right to refuse the entry of any competitor.
- With the exception of FRMM licensed competitors, all competitors holding an ANNUAL FIM 2018 licence must be in possession of an authorization to race abroad from their respective federation. Holders of a 2018 FIM SINGLE EVENT licence do not need authorisation to race given that the name of the event is mentioned on the licence.

## 6.2 REGISTRATION FORMS

- Registration forms are available on the website dedicated to the Rallye du Maroc <http://rallyedumaroc.com>
- **To be accepted by the organization**, the registration form must bear the definitive name of the rider and be accompanied by the first payment (non-refundable). Any request sent without the first payment will not be taken into consideration.
- By signing their signature on the entry form, riders submit to the sports courts recognized by the International Sporting Code and to the provisions of the present regulations.

## 6.3 ENTRY FEES

Entry fees for a pilot, with Organizer's advertising, are as follows:

	<b>PREFERENTIAL RATE</b> Valid until 31/05/2018	<b>STANDARD RATE</b> Valid until 31/08/2018
<b>ENDURO CUP Bike, Quad</b> (vehicle+1 driver)	<b>3 200€</b>	<b>3 500€</b>
<b>FIM Bike, Quad</b> (vehicle+1 rider)	<b>4 000€</b>	<b>4 550€</b>

### PREFERENTIAL RATES – requirements to be met:

Before **31st May 2018**: entry form must be completed + the first payment made.

Before **1st July 2018**: second payment must have been made.

Before **31st August 2018**: the balance must have been paid in full.

In case of non-compliance with the payment schedule, the standard rate will be applied.

**DEFINITION OF AN AMATEUR:** Any rider that is not supported by a manufacturer. Any bike or quad rider who has not finished in the top 5 of a FIM Speed, Motocross, TT Rally or Enduro Championship in the last 5 years. For the assistance, they are considered professional, if a manufacturer supports the team.

### ENTRY FEES include:



- Sporting rights for competitors
- Participation in the event (administrative and technical checks, prologue and 5 days of racing) with sports supervision, logistics and medical service
- Organisers Liability Insurance
- Professional medical assistance
  - Medical professional terrestrial means (taxis, motorbikes, ambulance) and aerial (helicopters)
  - Repatriation insurance
  - Meals for the 5 days of the race (rations in stages 1 and 5, lunches at the Oasis stages 2, 3 and 4, dinners in the respective hotels)
- Closing event with official awards ceremony
- The Road Books
- Oasis bivouac (Intranet Info Rallye, Open Bar soft drinks...) + Bivouac Marathon

**ENTRY FEES do not include:**

- Round-trip transportation of the participants and vehicles (we propose various possibilities on the website in the 'Transport' tab)
- **Compulsory sporting license for the competitors**
- Hotel (we propose different accommodation options on the website in the 'Hotel' tab)
- Fuel
- Rental of the security equipment and compulsory navigation (GPS, Sentinel, Iritrack) except in the Enduro Cup where it is only necessary to purchase the mounts.
- Personal expenses

**6.4 ASSISTANCE ENTRY FEES**

**Definition of a member of assistance:** Anyone who is registered in the Event and has paid the full participation fee, and is wearing the assistance identification bracelet: Mechanics, team managers, persons wishing to intervene on a race vehicle and access the assistance areas (according to the definitions defined in the paragraph ASSISTANCE).

<b>ASSISTANCE VEHICLES</b> Trailers / Carriers – FREE OF CHARGE	<b>PREFERENTIAL RATES</b> Until 31/05/2018	<b>STANDARD RATES</b> Until 31/08/2018
<b>Category 1 Vehicle (&lt; 3,5T)</b>	<b>800€</b>	<b>1000€</b>
<b>Category 2 Vehicle (3,5T and over)</b>	<b>1 200€</b>	<b>1 500€</b>

**PREFERENTIAL RATES FOR ASSISTANCE VEHICLES – conditions to be met:**

Before **31st May 2018**: entry form must be completed + the first payment made.

Before **1st July 2018**: second payment must have been made.

Before **31st August 2018**: the balance must have been paid in full.

In case of non-compliance with the payment schedule, the standard rate will be applied.

<b>ASSISTANCE</b>	<b>PREFERENTIAL RATES</b>	<b>STANDARD RATES</b>
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Supplementary regulation BIKES/QUADS - **RALLYE DU MAROC 2018**

	Until 31/05/18	Until 15/08/2018
<b>ASSISTANCE bracelet</b> (TeamManager, mechanic)	<b>1800€</b>	<b>2050€</b>

**PREFERENTIAL RATES FOR BRACELETS – requirements to be met:**

Before **31st May 2018**: entry form must be completed + the first payment made.

Before **1st July 2018**: second payment must have been made.

Before **31st August 2018**: the balance must have been paid in full.

In case of non-compliance with the payment schedule, the standard rate will be applied.

**ENTRY FEES include:**

- Access to the bivouac
- Organisers liability insurance
- Professional medical assistance
- Medical professional terrestrial means (tangos, motorbikes, ambulance) and aerial (helicopters)
- Repatriation insurance
- Meals for the 5 days of the race (rations in stages 1 and 5, lunches at the oasis stages 2, 3 and 4, dinners in the respective hotels)
- Closing event with official awards ceremony
- Oasis bivouac (Open Bar with soft drinks...)
- Assistance road-book

**ENTRY FEES do not include:**

- Round-trip transportation of the participants and vehicles (we propose various possibilities on the website in the 'Transport' tab)
- Hotel (we propose different accommodation options on the website in the 'hotel' tab)
- Fuel
- Personal expenses

**6.5 COMPANIONS ENTRY FEES**

a) **DEFINITION OF COMPANION:** Any properly registered person having paid the full amount of 900 € for their participation and wearing the matching identification bracelet. The companion can be transported (return) by the organization bus from the bivouac to the assistance points or the finish of the day's special.

**ATTENTION: Companions are not considered assistants.** Companions cannot in any case transport or assist competitors. Any infraction will result in a sanction at the discretion of the Jury that may go as far as the exclusion of the competitor and the team concerned. Companions are not authorised to access the assistance parks of stages 2, 3 or 4 but have free access to the "Oasis".

**b) CHILDREN:** Must be between 6 and 12 years old and be accompanied by an adult. Minors under the age of 18, who are not accompanied by one of their parents, must, in addition to their passport, be in possession of an authorization by their parent or guardian giving permission to attend the event.

c) **ALL ACCOMPANYING VEHICLES MUST BE DECLARED TO ODC:** At the time of registration or at the latest, on the day of the administrative checks, where they will be provided with the



mandatory stickers for the Event.

## **6.6 TRANSPORT**

The initial meeting place for the participants of the Event is fixed at FES. Participants are free to organize their own transport, and that of their vehicle and equipment, ODC does not manage this. Transport solutions for bikes and quads are offered by ODC from Europe as well as negotiated rates for the ferry. Information is available from the ODC Competitors Department and at [www.rallyedumaroc.com](http://www.rallyedumaroc.com).

## **6.7 PAYMENTS**

For French competitors and participants, payments will be made in Euros by bank transfer, payable to ODC or by credit card.

- For non-French competitors and participants, payments will be made in Euros by swift bank transfer or by credit card.
- ODC will only accept one payer per vehicle or team. All payments must be made within the defined deadlines.
- To participate in the Rallye du Maroc 2018, each participant must have paid the amount of their entry fee in full, no later than September 15, 2018, 24h00, exclusively by transfer or credit card.

**- The start will be refused to any competitor who has not paid their entry fees.**

- **Billing:** Following registration, and on request, a single invoice will be issued in the name and address of the payer including all amounts paid to ODC. Under no circumstances will ODC invoice several people or entities for the same file.

## **6.8 DELAY IN PAYMENT – REFUSAL OF ENTRY:**

**The first payment is nominative and non-refundable.**

### **.REFUSAL OF ENTRY:**

The Organizing Committee reserves the right to refuse the entry of a rider, a teammate or a participant without having to give reasons (article 74 of the International Sporting Code).

In order to avoid any dispute, cancellations of entries and reimbursement requests may only be made by registered letter with acknowledgment of receipt. In case of a competitor cancelling their entry, the following will be retained:

- For any cancellation before September 1st, 2018, the amount of the deposit will be retained.

After September 1, 2018, 100% of the sums paid will be retained.

All entry fees paid will be refunded no later than 31 December 2018 to competitors whose entry has been refused by the Organizing Committee. Following the technical and administrative checks, any competitor being refused entry for non-compliance of their vehicle and / or their administrative papers, cannot claim any refund of their entry fees.

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

In the event that the start of the Event cannot take place, for whatever reason, and in a non-exhaustive way, by not obtaining and / or withdrawal of the approvals of the federations, authorizations of passages, political disturbances making it impossible to hold of the Event, financial defection making the technical and sporting organization of the event impossible, problems of boarding or disembarkation and routing of equipment and competitors, etc. ODC will be liable to the participants only for the amounts of fees paid, minus the (non-refundable) booking fee of € 500 per bike/quad participant and per Assistance bracelet. In the event that the start of the Event is delayed, ODC will immediately notify each competitor by registered letter of the changes in schedule to the Event.



Competitors and participants, unable to participate in the Event due to the change of schedule, will have a maximum of eight (8) days, from the receipt of the registered letter with acknowledgment of receipt, to request by registered letter, the reimbursement of fees paid to ODC, minus the cost of their dossiers (non-refundable). Under no circumstance will the competitors or participants be able to claim any further compensation.

## **7. CONDITION OF ENTRY TO MOROCCO**

**Visas:** For French nationals no visa is required for Morocco. Only a valid passport is required. For other nationalities, please inquire at your embassy. ODC is at your disposal to provide confirmation of participation in the event if needed.

**Recommended or obligatory vaccines:** None.

**Vehicle registration:** All vehicles must be registered and have a valid registration certificate. Temporary registrations will be prohibited. All conforming registrations are allowed in Morocco. It is the sole responsibility of the competitor and registered assistants to verify and prove to the organization that their vehicle is correctly insured in MOROCCO.

**Under no circumstance will ODC be held responsible and prosecuted if a vehicle is not in compliance with Moroccan regulations.**

**Customs formalities:** An ATA carnet is obligatory.

## **8. CATEGORIES**

See art. 080.7.1 FIM Regulations

### **8.1 FIM Categories are as follows:**

- Category 1: FIM Motorcycle World Championship (up to 450cc single or twin cylinder, 2 or 4 stroke)
- Category 2: FIM Quad World Cup (3 wheel machines are forbidden)

### **8.2 The Classes are as follows:**

- Class 1: FIM Women's World Cup
- Class 2: FIM Junior World Cup
- Class 3: Veteran Trophy

### **8.3 Additional Organiser's Categories are as follows:**

- Category 4: Enduro Cup (Bike)
- Category 5: Enduro Cup (Quad)
- Category 6: Super Veteran (>55 yrs.)

**These 3 categories cannot score points in the FIM Championship or the Quad World Cup. International licences will be accepted only for these 3 categories.**

The Rallye du Maroc 2018 in the ENDURO CUP category is open to all bikes that meet the specifications of the manufacturer's official catalogue with a maximum displacement of 525cc. All bikes must be registered and have a valid registration certificate. Temporary registration plates and all provisional registrations will be prohibited (see Appendix Enduro Cup)

## **9. IDENTIFICATION.**



## **9.1 ACCESS TO THE RALLYE**

Access to the rally is exclusively reserved for people who have a Rallye du Maroc 2018 identification bracelet, (competitors, assistance, organizer, press, VIP, companions) and to vehicles officially entered.

**Any infraction will result in a penalty at the discretion of the Jury and / or the Organizing Committee, which may be financial and / or up to exclusion of the competitor and the Team.**

## **9.2 BRACELET**

**An identification bracelet included in the entry, will be given to each participant of the Rallye du Maroc 2018 during administrative checks.**

The use of the identification bracelet allows the organization to identify participants and control their entrance to meals, at each assistance point and zone, and at the entrance to the awards ceremony. The presentation of the bracelet by the participant is mandatory at the request by the **organiser or their representative**.

Any failure to comply noted by a member of the organisation will result in a penalty of 250€

In case of damage to the bracelet, the Head of Competitive Relations, in exchange for the damaged one, must replace it.

The ASSISTANCE bracelet will allow access to the service park and intervention on race vehicles. The presentation of this bracelet by assistants is mandatory at each request of the organiser. Any defect found by a de facto judge or member of the organization, will result in a penalty of € 250 plus eventual sporting penalties delivered by the Jury.

## **9.3 MARKING OF VEHICLES**

See annex 080 FIM Cross-Country Rallies, article 080.8.2.1 pages 28-29.

# **10. ADVERTISING**

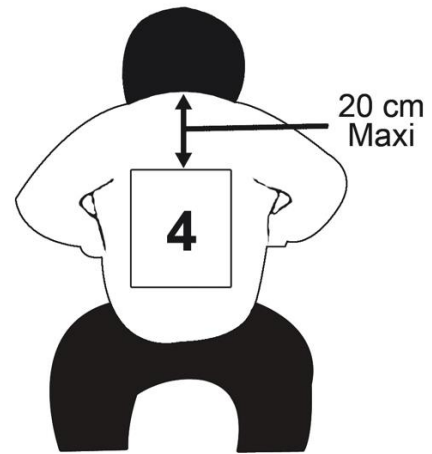
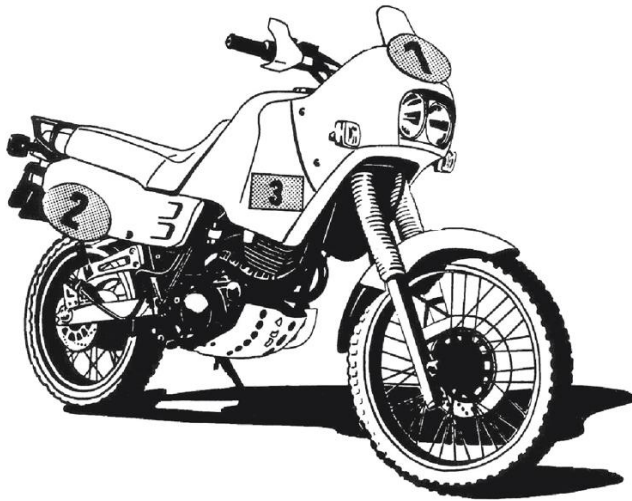
Riders are allowed to freely display any advertising on their vehicles provided that:

- it is authorized by the FIM regulations and the Moroccan legislation
- it is not contrary to public decency and local customs
- it does not encroach on the number plate areas

Race number plates and mandatory official advertising of the organisation will be provided at scrutineering (see diagram).

### **Mandatory advertising:**

- 1** 1 front plate measuring 24 x 30 cm with the race number.
- 2** 2 side plates measuring 24 x 30 cm with the race number.
- 3** 2 side advertising plates measuring 12 X 8 cm, on a vertical part.
- 4** **1 back race bib.**



**It will be possible for competitors to produce their own STICKERS for their Vehicle, by requesting the PDF from the ODC's competitor service beforehand which will be given to them after validation of the official entry list .**

The rider will have to reserve, on his machine, the necessary spaces to affix these plates and panels. If the machine does not ideally have the necessary surfaces, it will be up to the rider to provide them; any changes to the stickers are prohibited before presenting them to the technical verifications. No exceptions will be granted.

In case of refusal of the obligatory publicity, the entry fees will be increased by 60% on the tariff in force on the date of reception of the payment (payment of the totality of entry fees, see relevant article).

These mandatory markings will be distributed by the organization during the administrative checks. They must be present on the machine as distributed, throughout the duration of the Rally. The organization will check these markings each day and in the case of absence of one of them, penalties may be applied to the participant (competitor, assistance)

**Penalties incurred are as follows:**

At technical verifications: Denial of Start

At the start of each stage: 1st offense: Financial penalty representing 60% of the entry fee of the vehicle. The rider will have to pay their financial penalty in order to start the next day's stage.

The Competitor's Relation Officer will have at their disposal, in the hotel of the organization, replacement plates and stickers, in case of loss or damage, during the duration of the rally. It is the competitor's responsibility to come and ask for them.

## **11. RACE NUMBERS**

The race numbers will be allocated in accordance with article 080.6.1 of the FIM 2018 Cross-Country Rally regulations and then following ODC's notoriety list and finally by order of arrival at the secretariat.

### **11.1 MINIMUM INTERVAL BETWEEN CARS AND MOTORCYCLES**

**For the "SS0" an interval of 15 minutes** will be respected between the ideal starting time of the last bike / quad and that of the first car, for stages 1 to 5 an interval of 30 minutes minimum will be respected between the ideal starting time of the last bike / quad and that of the first car, at the start of the stage and the special stage. **Under no circumstances will a rider be allowed to start once the first car is in the race.**



## **11.2 SUPER SPECIAL « SS0 »**

The result of the Super Special SS0 will count for the classification of the event and any penalties related thereto.

It will take place in the form of a Selective Section with a minimum length of 6 km and a maximum length of 10 km. **Reconnaissance of Super Special is allowed from Tuesday, October 2nd from 9:00 to 19:00 to Thursday, October 4th from 9:00 to 12:00 without race vehicles.** Reconnaissance is to be made by foot or by bicycle.

The Super Special (SS0) start order will be in ascending order of the FIM race numbers and then those of Enduro Cup race numbers, minute by minute.

**The first 15 competitors of the results of the Super Special must be present at Race Direction at the HOTEL MARRIOT-FES at 19:30h in order to make their choice of starting position for stage 1 in accordance with article 80.17.3 of the FIM Cross-Country Rally Regulations**

Any assistance on the liaison route, to the start and finish of the prologue is strictly forbidden

### **ORDER OF DEPARTURE OF STAGES**

The starting order of the first stage will be determined in accordance with Article 080.17.3 of the 2018 FIM Cross-country Rally regulations.

The starting order of stages 2,3,4 and 5 will be in ascending order of the previous days' standings, one by one every 3 minutes for the first 15, every minute for the next 10 and then every thirty seconds.

## **11.3 RUNNING OF STAGES WITH 2 SPECIALS:**

**Stages 1 and 5 will be run over two selective sections with a liaison with a target time between the two sectors.**

**The liaison with a target time will allow competitors to travel between the finish of the first selective sector and the start of the second selective, with a fixed target time.**

The start of the second selective sector will be given at the ideal time according to the finish time of the first selective sector.

*i.e. finish time at the first selective sector (in hours / minutes / seconds) + fixed liaison time = Start time of the second selective sector (in hours / minutes / seconds). (According to the time card).*

There will be only one classification at the end of stages composed of the two selective sectors.

A maximum allowed time will be indicated in the timings and on the time card for the 1st selective sector. If a participant reaches the ASSA after the maximum time indicated for the special concerned, the competitor will be excluded from the 2<sup>nd</sup> selective stage and Race Direction will impose penalties for the next day.

The competitor will be directed to the ASSB of the day and will be able to resume the race the following day after informing Race Direction.

Any form of assistance during the timed liaison between the 2 special stages is tolerated, only when the route is the same as that of assistance, if the liaison route is different than that of assistance, assistance will **not be permitted** and will result in exclusion from the race.

## **12. ROAD BOOK AND NAVIGATION**

A road book will not be used for the Super Special (SS0), it will be signposted. The road book of stage 1 and the modifications will be given to the competitors on their arrival at the service park after having finished SS0.





The road book with the corrections of the openers for stages 2 to 5 will be given at the official hotel of the RALLYE from 16:30h on the day before the stage concerned. Competitors arriving late will have to go to the Competitors Department, of the official Rallye hotel or the bivouac depending on the day.

Important information concerning the stages will be communicated to the competitors during the daily briefing at 19:00h and on official notice boards.

The GPS code of the stage will be affixed to the day's time card.

The paper road book distributed each day will only feature the specials. The liaison route will feature in the ERTF GPS; with each note displayed automatically.

Penalties for missing Waypoints will be given each day with the road book. Competitors not covering a section of the route for the purpose of avoiding a difficulty or to shorten the route will be excluded from the race. They will however be allowed to start the next day, after having received a penalty, but will not be allowed to score points toward the championship.

## **12.1 ASSISTANCE ZONES AND PARK**

See Art. 080.18 of the FIM 2018 regulations.

**During the running of a selective sector, assistance is authorized:**

### **1) On the route of a selective sector:**

- Exclusively by the crew of a car, a bike, a quad or a SSV regularly engaged and still in the race.
- By a vehicle of the Assistance category, **only after the closing** of the time control following the location where the vehicle has stopped. The assistance crew or the team manager must, first of all and imperatively, get information from Race Direction to obtain their authorization, the confirmation of the closing times of the various controls and inform them of their mission, under the possibility of penalty imposed on the competitor by decision of the Jury, up to and including exclusion from the race.
- In order for an assistance vehicle to assist a competitor stopped on the route of a stage, the team representative must request permission from the Clerk of the Course who, if permission is obtained, will indicate the modalities of this intervention and they will have to equip their vehicle with a system of tracking which will be given to them by the PC Course. Once the intervention is over and upon returning to the Service Park, the team representative will have to return the tracking system to the Race PC. In the event of a breach of these rules, the best-placed assisted competitor may be penalized at the discretion of the Jury. This penalty can go as far as exclusion.

### **2) On liaisons or transfers at authorized assistance points:**

- By the crew of a car, a SSV or a truck or by the rider of a bike and/or a quad regularly engaged and still in the race.

### **3) At the Service Park:**

- The access to this Park is exclusively reserved for people equipped with an identification bracelet of the Rallye du Maroc 2018 (competitors, assistance, organiser, press, companions, VIP) and the officially entered vehicles. No other person or vehicle will be allowed to enter this park. This being for security and insurance purposes.
- Participants, according to their officially declared and paid entry fees, will be allocated a reserved area



of a corresponding size. The regularisation of the entry fees can be made at the latest on the day of the administrative checks. Any delay, or undeclared access attempts will be subject to a financial and / or sporting penalties for fraud, made either by the Jury or the organization.

- Assistance is authorized **EXCLUSIVELY IN THE MANDATORY SERVICE PARK** created by the organization. The exact location of this reserved area will be communicated to the competitors in the rally guide. Any other place is strictly forbidden
- A refuelling zone is located in this park. Refuelling operations are strongly recommended in the refuelling area created by the organization. The exact location of this reserved area will be communicated to the competitors in the rally guide.
- Concerning tests, they will only be allowed within a radius of 15 km around the Service Park and outside the itinerary of the day's special and the next day's special. With the exception of the marathon stage where tests will be prohibited.
- Assistance can only be performed by people accredited as ASSISTANCE, regularly engaged and who can present at any time their ASSISTANCE identification bracelet.
- **The only authorized assistance vehicles in the Park are those regularly engaged as ASSISTANCE vehicles.**
- Any racing vehicle, which has abandoned the race, may be regarded as an assistance vehicle with the condition that it has obtained the authorization of the Race Direction beforehand specifying the vehicle (s) assisted. All race numbers must be crossed out that same day.
- All vehicles registered in the Rally must drive at walking speed in the service park and on the access roads. Any behaviour deemed dangerous in these areas will be sanctioned at the discretion of the Race Direction or the organizer.
- Any infraction relating to this paragraph will be subject to a penalty applied at the discretion of the Jury, including the exclusion of the competitor and all the members of his support team.
- Assistance will be allowed on all sections of liaison shared between the two categories. (Race and assistance)

**Any other place of intervention (CH, DSS, ASS, CP, etc.) will be prohibited.**

## **12.2 PRINCIPLES OF MARATHON STAGES**

The days of Sunday, October 7, 2018 and Monday, October 8, 2018, are termed MARATHON stages. Once the competitor starts the stage assistance is allowed **ONLY** between Bike/Quad Competitors still in the race. No outside assistance will be allowed.

### **Marking of wheels / tyres:**

**Procedure:** On Saturday, October 6, at the end of stage SS2, all riders will have to have their wheels/tires marked as soon as possible, before 19:00h in preparation for stage SS3.

**The rider or his accredited Assistance must bring the wheels/tires to the officials responsible for marking them, the day before stage 3 . A dedicated place will be defined and communicated by the Organizer and announced during the Briefing.**

Personal effects: One bag, with a capacity of 40L, will be handed out during the administrative checks to each competitor for the transport of their material. It must be delivered on the evening of Saturday, October 6 at 16:00h at the delivery of the Road Book and, at the latest, at 19:30h or a waiver of non-delivery of the bag must be signed.

**In this bag, any tool allowing the removal of the tires is forbidden.**

**Only this specific bag will be allowed at the competitors bivouac, no other bag or material will be allowed.**





On Sunday, October 7, 2018 a Bivouac will be set up strictly for the use of Competitors in the race. All competing vehicles must be placed in the regrouping park (defined by the organization). Leaving the park is forbidden before the start the next morning. **No testing will be allowed.**

Only the competitor themselves or another bike/quad competitor still in the race is authorized to carry out assistance within this regrouping park without time limit.

For this bivouac, work mats will be provided on site by the organization.

No competitor will be authorised to leave the Bivouac area and will have to stay within a 200m radius of the Bivouac.

The refuelling of the race vehicles will be carried out in an area designated for this purpose at the Bivouac.

The MARATHON stage will end once the finish line is crossed at Stage 4 on Monday, October 8th. The Race Direction will examine any other case.

## **13. FUEL / AUTONOMY**

### **13.1 AUTONOMY**

*Excluding Enduro Cup (see Appendix Enduro Cup - §25)*

- **Bikes and Quads entered in the FIM RALLY must have a minimum autonomy to cover 250kms of selective sector.** For security, an additional autonomy of 10% is required. Each rider is responsible for the calculation of their autonomy, they cannot under any circumstances fault the Organization if their vehicle does not cover the minimum distances, whatever the nature of the terrain.
- Refuelling during a special stage is organized by the Organization in defined areas. For liaisons, the authorized petrol stations for refuelling are indicated in the Road Book. The petrol package is non-refundable in case of retirement. The cost of the fuel package is xxx€ and must be paid at the latest at the administrative checks, (cash (€) or debit card).

### **13.2 FUEL**

- The use of AVGAS fuel is authorised. The use of bio fuel will be accepted upon declaration, after acceptance by the Organizing Committee, but it is not provided by the organization. Applications must be made before **September 12, 2018**
- Refuelling is allowed only:
  - At local petrol stations on liaison sections as indicated in the Road Book.
  - At ODC distribution points determined in special stages.
  - For safety reasons, it is the responsibility of the rider, when refuelling, to ensure that the vehicle is stopped on a non-flammable area (avoiding dry grass, branches), and at a respectable distance from other vehicles.
- The responsibility for refuelling lies with the rider. **The engine must be stopped during the refuelling operation.**
- Failure to comply with these clauses will result in penalties that may include exclusion from the race.
- Sharing of fuel supply is allowed between competitors.
- In the assistance park, refuelling must be done in the area dedicated to refuelling.

## **14. CLOSURE OF THE TRACK**

- An organizers 'sweeper vehicle' will load riders whose vehicles are broken down or out of order. It will also load, as far as space is available, bikes or quads that are out of order.
- In no case shall the organization (the sweeper vehicle or any other organization vehicles) recover vehicles outside the route of the stage, as notified on the road book.



- The sweeper vehicle will unload vehicles at the SERVICE PARK or at any other location that the Organization deems most appropriate for the recovery of the vehicle by the rider or their assistance.
- In the desert areas, **it is impossible to predict that the sweeper vehicle will pass the exact spot where a vehicle has broken down**; it is therefore up to the competitor to indicate their location using their survival equipment.
- No action can be brought against the Organization on this subject.
- Riders who abandon their vehicle do so under their own responsibility. **The Organization will not be held responsible for the consequences of theft of their vehicle.**
- Riders who refuse to take a seat on the sweeper vehicle do so at their own risk and must sign a release, which has been presented to them by the members of the Organization responsible for closing the track. No action against the consequences of this refusal may be brought against the Organization.
- In case of retirement due to mechanical failure on the route of the stage, the rider must wait for the sweeper vehicle.

## **15. TRAFFIC**

### **15.1 GENERAL**

See Art. 080.12 of FIM 2018 Cross-Country Rally Regulations.

The vehicle must comply with the national legal requirements for road traffic of the country in which the vehicle is registered and with the other standards specified in these Regulations. Equipment in all categories must comply in all respects with the International Convention on Road Traffic.

During the course of the race, the drivers must strictly observe the Moroccan Highway Code.

**Competitors must, in all cases, adapt their driving to the course conditions which change frequently and the greatest attention will always be necessary, whatever the type of course (selective, liaisons, off-road...).**

### **15.2 SPEED LIMITS**

#### **For the competitors**

The speed of passage of competitors in the villages and zones defined as "speed control zones" crossed both on liaison sections and the specials will be limited to 30 km/h, 50 km/h, 90 km/h, 110 km/h depending on the stages, or lower if indicated on the local road signs. On the road book, all areas considered dangerous for competitors or for the local population will be indicated. Speed checks will be done by GPS.

#### **For Assistance Vehicles**

The speed limit for assistance vehicles through towns and villages, along the assistance route, will be limited in accordance with the local traffic signs. Overtaking is prohibited. In the event of traffic violations the organization will be able to carry out controls and the Jury will decide the penalty.

## **16. INSURANCE**

### **16.1 CIVIL LIABILITY**

The Organization has taken out a Civil Liability Insurance policy for sporting events, in accordance with the legislation in force: **N° en Cours**

Guaranties taken out apply in Morocco.

The purpose of this contract is therefore to cover, in the event of an accident, fire or explosion occurring during the rally, the financial consequences of civil liability, to the competitors.



The entry fees include the insurance premium to cover the competitor's civil liability in respect to Third Parties within the limits of the following amounts:

- € 500,000 for equipment, other than that covered under civil liability of the vehicle
- € 6,100,000 for bodily injury, other than that covered under the Automobile Third Party Liability

This policy takes effect at the time of the entry of the vehicle in the enclosure of the technical verifications, and will end, at the latest, on October 9, 2018 when the vehicle exits the parc fermé. In the event of an accident, the competitor or their representative must make the declaration in writing, no later than 24:00h, to the race director or the Competitors Relations Officer, stating the circumstances of the accident as well as the names and addresses of witnesses.

This insurance policy does not cover, under any circumstances, the theft of vehicles, spare parts, etc. In case of theft occurring in the country where the Rallye is being held, the Organizer will not be found responsible under any circumstances.

**This contract does not cover:**

- Liability of any third parties who do not hold a valid drivers' license or permit, or insurance in accordance with these Regulations.
- The responsibility of the driver to another competitor engaged in the Rallye.

The competitor or any registered person, entered the Rallye du Maroc 2018, with full knowledge of the risks that the participation in this type of event may entail. They release in advance the Organizers and Officials from any criminal or civil liability in the event of a physical or material accident occurring during the Rallye du Maroc 2018.

The participant is solely responsible for the validity of the various administrative documents required to participate in the 2018 Rallye du Maroc and in particular the validity of the driving license, the registration documents and the insurance of the vehicle.

The Organizing Committee is not responsible for the consequences of violations of the laws, regulations and orders of Morocco, made by the competitors or their assistance, which will have to be exclusively born by the competitors or their assistance.

## **16.2 HEALTH REPATRIATION INSURANCE**

The organization has taken out health repatriation insurance with: **N° en Cours**

Beneficiaries:

Competitors, members of the organization, its contractors and attendants, journalists, guests of the organizer, those of the partners and any person participating in a VIP trip organized by ODC officials.

In case of bodily injury, the medical team of the Rallye organizes the transport of the beneficiary from the accident site to the official hotel of the Rallye or to the nearest appropriate medical unit in the Country of the event, with the terrestrial and / or aerial means of the rally. It decides on the sole basis of medical interest and compliance with health regulations in force.

The contract complies with the FIM International Sporting Code.

**Competitors are strongly advised to hold specific individual accident insurance and to check with their insurers for the coverage they are entitled to, in particular because of their participation in an FIM competition.**

ODC will make available to the participants, the contact information of competent insurers.

## **16.3 INDIVIDUAL ACCIDENT INSURANCE**

For French competitors: your competitors sport license covers you in individual accident: capital death, capital disability and medical expenses. (Information available from the FFM)

**All other competitors must provide the organizer with a certificate of individual accident, death and disability insurance covering them for the minimums mentioned in the FIM code, whether or not included in their sports license.** They must inquire with their Federation to know the guarantees granted by their sports license competitor. It is therefore recommended that they take out additional insurance with the insurer of their choice if necessary.



For competitors applying for a national license issued by the FRMM, it is essential to provide a certificate of individual accident, death and disability insurance with coverage for the rider of a minimum of 30.000 EUR.

## **17. ADMINISTRATIVE AND TECHNICAL VERIFICATIONS**

They will take place from **Wednesday, October 3rd to Thursday, October 4<sup>th</sup>, 2018 at the HOTEL MARRIOT - FES. The rider as well as the registered assistants and companions are all required to submit themselves to the administrative checks.**

Each competitor will receive, for this purpose, a convocation specifying the day and the exact time at which they will have to present their vehicle to the Commissioners and Controllers charged with carrying out these verifications.

**The times will also be posted at the organizing hotel, MARRIOT and the SPORTING COMPLEX**

- In Fes and on the website dedicated to the Rally.

**At the entrance of the Administrative Checks, a CH will be positioned.**

Any delay of more than 30 minutes at the CH, **in accordance with the scheduled time of passage for the participant**, will result in a penalty of 100€.

A charter of good conduct will be signed by all participants (competing or not).

**The convocation schedules for the technical verifications will be given to riders at the end of the administrative checks and noted on their verification card.**

The technical verifications will take place **from Wednesday 3rd October to Thursday 4th October 2018 at the Hotel MARRIOT - FES.**

**At the entrance to the Technical Verifications, a CH will be positioned.**

Any delay of more than 30 minutes at the CH, **in accordance with the scheduled time of passage for the competitor**, will result in a penalty of 100€.

Any vehicle which appears non-compliant or not adapted to the standards of the event during technical verifications, could either have their category changed or be refused at the start (Jury decision). In the latter case, the entry fees will remain with the organization.

### **17.1 EACH PARTICIPANT**

**Each participant will receive a verification card, which will be stamped at each stand during administrative checks.**

Original documents to be submitted by riders:

- The 2018 sports license (FIM World Rally Championship TT), annual or for 1 Event.
- For holders of an annual licence only, authorisation to race abroad issued by their national federation (a single event licence automatically includes this authorisation.)
- The motorcycle license corresponding to the engine capacity of the vehicle engaged.
- A valid Passport, valid until 6 months after entry into Morocco.
- The vehicle registration certificate (**to be fully compliant with the vehicle presented**).
- The insurance policy for the **vehicle presented**.
- If the vehicle is **not in the name of the rider** , the title of ownership as well as an **authorization by the owner for the loan of the vehicle**, to the committed driver.

The competitors are solely responsible for the validity of the administrative documents required to participate in the Rallye du Maroc. In no way can the organisation be held responsible in case of non-validity of these documents. Competitors undertake on their honour to present original papers perfectly in order. No photocopies or certificates of loss or theft of any document will be accepted.

**Competitors must imperatively accept and sign the charter of good conduct, the conditions of access to the Rallye and the transfer of their rights to the image.**

### **17.2 EACH MACHINE**

At Technical Verifications registered competitors must present the following:

- Their vehicle
- Their FIM approved helmet (marked with the name of the rider and his blood type), plus spare helmet



if any.

- Their full body armour (chest and back) and their neck brace, (the latter recommended but not compulsory).

Mandatory original documents to be submitted by the driver:

- A valid vehicle registration certificate (no trade plates)
- The vehicle's insurance policy valid in Morocco.

To present themselves at Technical verifications the competitors should satisfy the following requirements:

- The stickers: competitor's number and advertising must be in place on the vehicle.
- Navigational systems and safety supports must be fixed on the vehicle.
- The power supply required for the safety and navigation systems will have to be functional.

See specifically Enduro CUP (Appendix)

### **17.3 CLOSED PARKING (parc ferme)**

All vehicles registered in FIM and ENDURO CUP categories will be placed in a parc ferme:

- At the end of the technical verifications at the sports complex - FES
- At the final Rally Control, from the podium at the end of Stage 5, October 9, 2018.

## **18. RESULTS**

See Article 080.34 of the FIM 2018 Cross-Country Rallies regulations.

### **18.1 PRIZE LIST - CUPS**

All finishers of the event will be awarded a finishers' medal. Prizes will also be awarded according to the following list at the awards ceremony:

**Category FIM 450 World Championship:** 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> 1 prize for each  
**Category FIM Quad World Cup:** 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> 1 prize for each

**FIM Women's World Cup Class:** 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> 1 prize for each  
**FIM Junior World Cup Class:** 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> 1 prize for each  
**FIM Veteran Trophy Class:** 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> 1 prize for each

**Category + de 450cc:** 1<sup>st</sup> 1 prize  
**1st Super Veteran Challenge (+ de 55 years) :** 1<sup>st</sup> 1 prize  
**Moroccan Challenge:** 1<sup>st</sup> 1 prize  
**1<sup>er</sup> Participation BIKE/QUAD Rallye:** 1<sup>st</sup> 1 prize

(See Appendix for ENDURO CUP)

### **18.2 CEREMONY**

The awards ceremony will take place on October 9, 2018 at the HOTEL MARRIOT of FES. Riders who do not show up for the prize distribution lose their rights to the prizes and awards that were awarded to them without the classification being altered.

## **19. SAFETY AND MEDICAL EQUIPMENT**

During the administrative checks, each rider will have to carry out a COMPULSORY training course in the operation of safety and navigation equipment.

### **19.1 GPS UNIK II with integrated sentinel**





Bike / quad riders will be equipped with the ERTF GPS UNIK II system. This latest generation of 2in1 GPS integrates the Sentinel function into the GPS. Information on the installation of the system is available on the website of the rally and with ERTF.

All rally competitors must have this system to validate their technical verifications.  
For any request for information and order, please contact:

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

This system must be in operation during each stage. It is the rider's responsibility to make sure the equipment is in operation. Any finding of non-functioning due rider's fault will result in a penalty of one hour per report or constant.

Any rider overtaken by another (car-bike-truck-SSV) must pull over to allow the other competitor to pass.

Any competitor who has received 3 requests for overtaking (acoustic warnings) from one and the same competitor in a period of time less than or equal to 45s must, within 15s after the third request, make every effort to facilitate the overtaking by the requesting competitor.

The competitor who has not allowed an overtaking in the 15s following the third request by the overtaker, will be given the following penalties:

- 1<sup>st</sup> offence: 3 minute penalty
- 2<sup>nd</sup> offence: 7 minute penalty
- 3<sup>rd</sup> offence: 10 minute penalty
- Over 3 offences: penalty up to exclusion, at the discretion of the FIM International Jury.

Repeat offenders will receive penalties up to and including disqualification, at the discretion of the FIM International Jury.

The Jury may, depending on the circumstances, apply other penalties (time or financial), possibly to the highest ranked competitor of the team of the offending competitor. In case of dispute, a downloading of the data of the device will be carried out.

## **19.2 GPS OPERATION**

- The GPS uses the system of visible GPS points, Masked (WPM), Eclipse (WPE), Safety (WPS), Control (WPC) .
- 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 using the «WPT + » or «WPT – » button. In the event where the chronology is not respected the competitor will be sanctioned 5 minutes of penalty for each waypoint taken which does not respect the chronological order.
- When activating a WPM, WPE, WPV or WPS the GPS shows all necessary indications to the competitor to reach the validation circle of the point. In the case of a WPC the GPS will not display an indication until the validation of the point is at 300 meters. The competitor may display the heading and the arrow to get to the center of the point by pressing the « W- ».
- **For the sake of safety, the CP will be in a limited area of 50kmph, in order to slow down the arrival of competitors in these areas of mandatory control.**

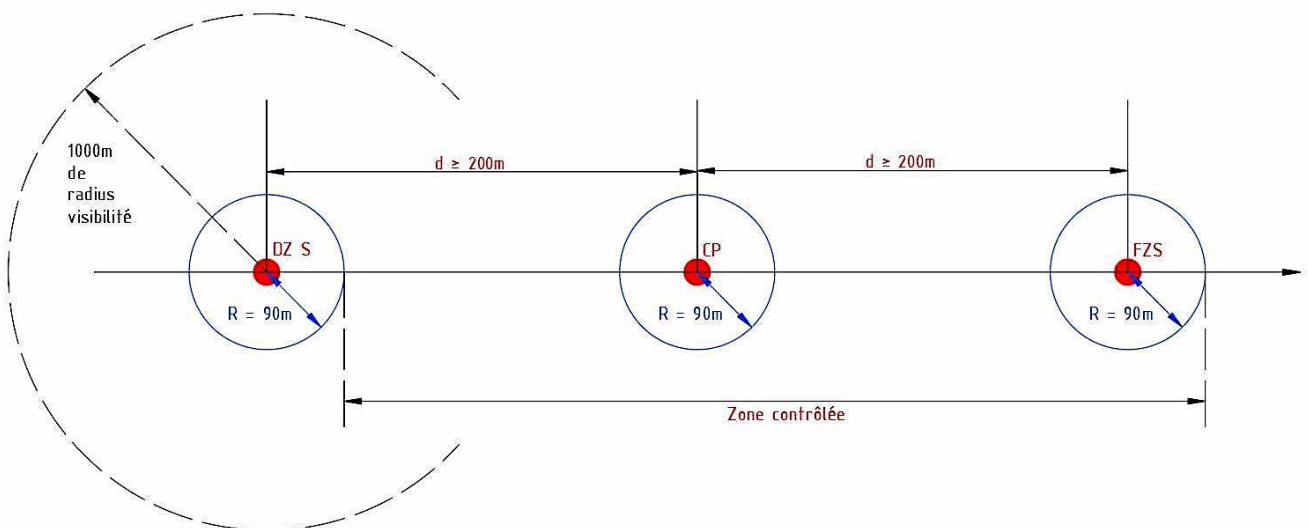
MOROCCO		
Type of Wpt	Radius when revealed (in m)	Validation radius (in m)
WPV	always visible	200
WPE	Revealed as soon as preceding Wpt is validated, if not 3000 m	200
WPM	800	200
WPS	800	90
WPC	Never	300
CP	1000 (because DZS)	90
DSS	WPE or WPV if not liaison	200
ASS	1000	90
DZ	1000	90
FZ	WPE	90
DZS	1000	90

### 19.3 CP SAFETY ZONE

For safety reasons CPs will be zones limited to 50 kph until the FZS, so as to slow down competitors as they arrive in compulsory control zones.

Speed controls will be carried out as shown in the diagram below:

- The regulation signposts showing the entry into a CP zone will not indicate the Start of a Safety Zone.
- Only the information shown on the screen(s) of the GPS will count
- In the case of infraction the competitor will be penalised



### 19.4 TRACKING SYSTEM



- Each competitor **must** be equipped with the satellite tracking system. The system selected for the 2018 Rallye du Maroc is MARLINK's tracking system. All rally competitors must have this system in order to pass the technical verifications.

- For any request for information and order, please contact:

**MARLINK:** Tel: +33 (0) 1 48 84 34 14 / Email: [Mehdi.Couillard@marlink.com](mailto:Mehdi.Couillard@marlink.com)

## **19.5 ASSISTANCE IN CASE OF ACCIDENT**

You are reminded that ethics demands that a competitor seeing an accident has occurred must stop in order to provide help in the most appropriate manner until the rescue service arrives.

In addition, you are reminded that important means are being implemented to shorten the intervention times.

Any competitor that witnesses an accident putting another competitor in physical danger shall:

- **stop**
- **press the red button on their "Tracking system, location and communication with competitors" (Tracking MARLINK)**
- **call the PC (blue button) to report on the situation**
- **wait for the arrival of help or another competitor**
- **press the green button on their MARLINK Tracking to signal that they are leaving**

The stopping time between the two MARLINK Tracking Alerts (green button) will be subtracted from the same day's Selective Section time, only for the first competitor stopped on the accident, at the request of the competitor when they arrive at the end of the Stage.

## **19.6 MEDICAL EQUIPMENT**

Each competitor must have a small emergency medical kit. See FIM 2018 FIM Cross-Country Rally regulations, art. 080.27.1.

## **SURVIVAL EQUIPMENT**

Each competitor will have to carry mandatory survival gear. See Appendix 080 FIM 2017 RTT, art. 080.28.

**The wearing of back protection and a vest with chest protection is mandatory.**

**In the ENDURO CUP Category, a flexible water reserve of 3 litres is obligatory.**

## **20. PENALTIES**

### **20.1 MAXIMUM AUTHORIZED TIME AND PASSAGE CONTROL**

See Appendix 080 FIM 2018 TT Rally, art. 080.21.1 and art. 080.22.

In case of late arrival (CH Arrival Liaison Closed) the competitors will have to go to the PC Course to hand in their time card (and get their road book) or call the person in charge of the competitor relations at the number (+212) 6 28 80 62 37 to give him the time card.

The next day, the competitor **must** present 1h BEFORE the departure time of the 1st BIKE competitor, so that their GPS system can be uploaded by ERTF. It is forbidden to enter the new GPS code before having taken this step. Any delay or failure to complete this step will result in penalties at the discretion of the Jury.

### **20.2 FIXED PENALTIES AND SPORTING**

See appendix 080.17.8 page 41 and art. 080.24 page 59 of the 2018 FIM Cross-Country Rally regulations

**A Fixed Penalty (PF):** is applied for the exceeding the Maximum time allowed on a selective sector, or failure to respect sport rules, its value is 2h.

**A Sports Penalty (PS):** is applied for non-compliance with a sports rule to avoid disqualification, its





value is 2h.

**Liaison Penalty (PL)**: is applied for exceeding the maximum time allowed on a liaison, its value is 1h.

A list of penalties for each missed waypoint will be attached to the road book each day.

## **21. SECURTIY PLAN**

### **21.1 AIR AND LAND MEANS**

In addition to the safety systems positioned on each competitor's vehicle and monitored in real time by the Race PC, here are the means deployed on the field throughout the duration of the rally.

- 3 Type A rapid intervention vehicles: hereinafter referred to as "Tangos".
- 2 Type C vehicles (mobile resuscitation center) (hereinafter called an ambulance).
- 1 room reserved within the organization hotel, called "PC Medical".
- 1 helicopter fully dedicated to medical rescue.
- 1 helicopter not entirely dedicated to medical aid but including a doctor on board.
- 2 medical motorcycles on the track during the race.

### **21.2 COMPOSITION OF THE MEDICAL TEAM**

The team of medical professionals is composed of 17 doctors as follows:

- 2 anaesthetists or resuscitators, 1 trauma surgeon
- 1 experienced nurse in emergency care in the medical helicopter
- 1 emergency doctor in the helicopter not entirely dedicated to medical aid
- 5 doctors and 1 nurse anaesthetist in 3 "Tango" vehicles, with 1 doctor per "Tango"
- 1 doctor at the PC organization, to oversee the medical interventions and organize, if necessary, with assistance, any necessary medical evacuations
- 2 doctors, 1 per ambulance
- 2 doctors on the rally route on motorcycles "Tango M"

The team will be distributed in vehicles with 1 doctor and 1 paramedical (with ambulance, helicopter or other medical vehicle) at the start of the stage - from the SS - every 80 km in the special - at the arrival of the SS - at the bivouac.

## **22. COVER IMAGES**

- a) a) The competitors recognize that the 2018 RALLY OF MOROCCO organized by ODC is a promotional operation from which they can benefit by the coverage they acquire there.
- b) The ODC Company holds all the rights necessary for the production and retransmission, by all means and in all mediums, all over the world, images and sounds related to this event.
- c) In order to allow the widest possible dissemination and promotion of the RALLYE DU MAROC 2018, any person participating in the RALLYE DU MAROC 2018 is subject to the rules and acknowledges that his participation in the event authorizes the organizer and his rights holders, or others having cause to reproduce and represent, without remuneration of any kind, his names, voice, image, biography and more generally his sports performance in the framework of the RALLY OF MOROCCO 2018 as well as the brand / s of its suppliers, manufacturers and sponsors, in any form, on any existing or future medium, in any format, for any communication to the public worldwide, for any use including for advertising and / or commercial purposes without any other limitation than those referred to below, and for the duration of the protection currently granted to these holdings by the laws or regulations, the judicial and / or arbitral awards from any country as well as current or future international conventions, including any extensions that may be made to this duration.
- d) The participants concede to ODC, in name and on behalf of their sponsors and/or the manufacturer



of their vehicle, the right, as part of any exploitation derived from the event, including sponsors and media of the event, to reproduce in whole or in part at the discretion of the organizer on any existing or future support, worldwide, without any limitation, for the most longest duration legally recognized by both French and foreign laws, current or future international conventions including for any extensions that may be made to this duration, names, trademarks or logos of said sponsors and / or visual vehicles.

- e) As a reminder, aerial images (drone / helicopter etc.) are strictly forbidden for the Rallye du Maroc outside the official TV production of the organization. The shooting of images of competitors participating in the RALLYE DU MAROC 2018, whatever the means used and the purpose in which they are filmed, are subject to prior written authorization from the organizer. For this purpose, written applications must be sent no later than 20 September 2018 preceding the start of the event.

## **23. APPENDIX ENDURO CUP (does not count towards FIM rankings)**

### **23.1 GENERAL INFORMATION**

Any rider entered in the Enduro Cup category must have read and comply with the special rules of the FIM Rallye du Maroc 2018 event, as well as the Enduro Cup. Any point mentioned in this appendix is a substitute for the RP Rally. Any question or point not provided for in this appendix or the Rallye Supplementary Regulations will be subject to interpretation by the Clerk of the Course.

### **23.2 ENTRY APPLICATION**

- The registrations are available on the website dedicated to the Rallye du Maroc : <http://rallyedumaroc.com>
- For information on prices, conditions of engagement and payment terms, refer to the ENDURO CUP registration form and general sales conditions.

### **23.3 CATEGORIES ENDURO CUP**

The category ENDURO CUP is comprised of two classes:

- BIKE EC (max 525 cc)
- QUAD EC (2 or 4 wheel drive)

### **23.4 TECHNICAL REGULATIONS ENDURO CUP**

The Rallye du Maroc 2018 is open to all vehicles conforming to the specifications of the official catalogue of the manufacturer, and defined as follows:

All vehicles must be registered and have a valid registration certificate. Temporary registration plates and all provisional registrations are prohibited.

**In the ENDURO CUP category**, it is obligatory for all vehicles:

- To be considered an « Enduro » series vehicle, at least models 200 must have been produced.
- To be original, as delivered when first put into circulation by the manufacturer. The machines must be standard, fully compliant with the commercial catalogue in the manufacturer's series and normally sold commercially. They must be homologated in type and not on an isolated basis.
- The fitting or adaptation of a steering damper is permitted.
- The original type headlamp must be kept, fairings or wind-shields are forbidden.
- **The tank** must be original or regularly marketed in the manufacturer's catalogue or that of an accessory manufacturer. The vehicles **must have a minimum autonomy allowing them to travel 80 km + 10% of selective sector and a capacity of a maximum of 15 litres**. In order to be able to drive in the original configuration, the organization puts in place a refuelling every 80 km.
- **The engine** must be original type "approved" (alternator, starter and complete ignition system). It must remain in its original construction, only the fitting of an oil cooler is allowed. Repairs



are open.

- **Equipped with an extra rear light**

**In the ENDURO CUP category, the following are OPEN:**

- The presence of the original counter and tachometer, provided that their location is used for navigation accessories placement and that the rider can check the speed of their vehicle.
- Handlebar with controls and cables, handles, levers and the presence of hand protectors.
- Grill protection for headlight(s).
- The taillight (subject to compliance with the regulations)
- The tires (homologated for the road and marked either with DOT or M/C or E)
- Containers for drinking water (not engine coolant).
- The secondary transmission gearbox sprocket, rear wheel sprocket and chain), only the width of the chain can be changed, the throw must remain the same..
- Even if it is not fitted as standard the fitting of a cooling fan is authorised.
- The spark plug.
- Brake pads or linings, hose and hydraulic fluid.
- The filter element. Keeping the original case and system in their original locations. The air intake can be moved.
- The seat.
- Instrumentation supports or mounts (navigation and security).
- The removal of turn signals and mirrors (if there are 2).
- Luggage rack
- The engine bash plate.
- The presence of fork and front brake protection
- The choice of shock absorber (s).
- The fork springs (the sliders and tubes must be original). Internal settings are open.
- The kickstand contactors.
- Modification of the electrical circuit for the connection of safety equipment (GPS, e-track and sentinel).
- **The wheels:** the rims and spokes can be changed by reinforced type parts, it being understood that the hub remains original.

**Front wheel:** for bikes equipped with a front wheel diameter of 19, possibility to adapt a wheel of 21, with the hub and width of the original wheel.

**Rear wheel:** for bikes equipped with a rear wheel diameter of 17, possibility to adapt a wheel of 18, with the hub and width of the original wheel.

These bikes will, as in the other categories, have to meet the safety standards of the event and comply with the Highway Code (horn, mirrors). If the engine allows for, and if the possibility exists on the basic model, competitors are allowed, in addition to the existing electric starter, to add a kick-starter. These parts must be in the manufacturer's catalogue.

**Following the reports of the Technical Verifications, the Jury reserves the right to accept, or not, a bike in this group. Any modifications not explicitly authorized are PROHIBITED.**

**In the ENDURO CUP category the following is prohibited:**

- Any modification increasing engine performance, clutch, and primary transmission. The original starting system and the entire cooling system must be conserved.
- Any modifications to the electrical circuit, other than those specified in the « free » chapter.
- Any modification of the braking system other than those specified in the chapter « free ».



- Any modification of the fork yokes, fairings or wind shield is prohibited.
- Any modification or reinforcements on all or part of the frame, as well as any change of materials, except reinforcements intended to support an additional tank or a rack.
- Any change of materials on some parts, even if they appear in the manufacturer's catalogue, that do not correspond to those actually mounted on the model presented, the reference year not being the one corresponding to the first date of movement shown on the registration card, but the date given by the manufacturer and its serial numbers.
- Any dismantling or removal of parts, accessories or equipment other than those specified in chapter « free ».

**Note:** at any time the Stewards for Technical Expertise can take the parts of the vehicles.

### **23.5 NUMBERS AND STARTING ORDER**

- Race numbers will be allocated in order of arrival to the ODC secretary.
- For starting order, see article 13 of this Regulation.

### **23.6 AUTONOMY AND FUEL SUPPLY**

- Vehicles entered in the Enduro Cup must have a minimum autonomy to cover 80 km of selective sector. Each rider is responsible for the calculation of his autonomy; they cannot under any circumstances blame the Organization if their vehicle fails to cover the minimum distances regardless of the nature of the terrain. **For safety, an additional autonomy of 10% is highly recommended.**
- **Refuelling must be done with the engine stopped.**
- Only assistance between competitors in the race is allowed. Any outside help with the vehicle is forbidden.
- For BIKES / QUAD ENDURO CUP, refuelling stations will be set up by the organization approximately every 80 km of each selective sector. The neutralised refuelling time will be set at 10 minutes. The ERTF GPS and three consecutive WPs will manage this time automatically. When the competitor passes the first WP1 the GPS will display a countdown. The stop is mandatory on the second WP2 place of refuelling. The competitor will start again from WP3 when the countdown will show zero. He will receive a penalty of 10 minutes for an early departure.
- **Stopping at these refuelling points is compulsory.**
- For refuelling shared with the FIM world championship the neutralised time will be 15 minutes and managed by the organizations teams.
- The pricing of this service will be fixed by the organization, according to the number of refuelling's and the distance of the specials to realized. This package is mandatory and non-refundable in case of retirement. This amount will be paid at the latest by administrative checks in cash or CC.

### **23.7 SPORTING LICENCE**

For the ENDURO CUP Category, the driver must present either an FIM International License, or a 2018 national license issued by the FRMM, and apply no later than 1 month before the start of the rally to ODC competitor services. For the latter case, it is MANDATORY that the competitor provide an individual disability death insurance policy of up to 30 000 €, as well as an authorization to run abroad with the mention of Rallye du Maroc 2018.

### **23.8 SURVIVAL EQUIPMENT**

Each rider must carry the following equipment:

- 3 litres minimum (fixed tank, and / or flexible tank carried by the pilot)
- a survival ration, a flashlight, a distress mirror, a compass, a lighter,
- an aluminium sheet, serving as a thermal cover and allowing for ground-air signals
- 1 flare torch, 1 hand-held red smoke flare
  - The Sentinel Klaxon, The unik GPS



- The e-track system
- Back protector and 1 vest with front protections is mandatory

### **23.9 SAFETY AND NAVIGATIONAL EQUIPMENT**

The bike / quad riders will be equipped with either the traditional ERTF UNIK II GPS system or a traditional navigation ERTF GPS coupled with an electronic road book. (see operations in appendix) Information on the installation of the system on the vehicle is available on the website of the rally and from ERTF.

All competitors must have one of these systems to pass their technical verifications.

For any request for information and order, please contact:

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

Each competitor must be equipped with the satellite tracking system. The system selected for the Rallye du Maroc 2018 is MARLINK's tracking system. All competitors must be equipped with this system to pass the technical verifications. For any requests for information and/or order, please contact:

**MARLINK:** Tel: +33 (0) 1 48 84 34 14 /

**For the ENDURO CUP category,** ODC takes care of the mandatory equipment rental (GPS, sentinel, e-track) for registrations before the 10th of July 2018.

**However, each participant MUST order THEIR OWN hardware.** The rest of the material: supports, cables, etc. as well as the deposit for this material will remain the responsibility of the competitor.

**Order forms specifically for the Enduro Cup are available on the rally website.**

### **23.10 RANKINGS**

1)

- The overall classification will be established without distinction of categories or classes.
- A specific Enduro Cup classification will also be established.

### **23.11 AWARD OF PRIZES**

Riders who do not show up for the prize distribution lose their rights to their prizes and awards, without their classification being altered. Prizes will be awarded as follows:

**General Classification Enduro CUP:**

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

**Bike Category Enduro CUP:**

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

**Quad Category Enduro CUP:**

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

## **24. ODC's LIST OF NOTORIETY**

The ODC's notoriety list for the Rallye du Maroc 2018, will be available on September 21, 2018.