

# **Dinaric Rally 2023**

**FIME EMN 422/03**

## **SUPPLEMENTARY REGULATIONS**

### **GENERAL**

#### **GENERAL PRESUMPTIONS AND PREREQUISITES**

Dinaric Rally is a sporting event staged over varied terrain and is intended to test the skill, the endurance of competitors, and the reliability of their machines. Moreover, this discipline also tests the navigating skills of the Rally competitors.

The terrain consists of natural landscapes and is not modified by the organizer. The route can consists:

- Mountains, rocky sections
- Rivers, dry riverbeds, mud tracks
- Open public road
- Natural vegetation, bushes, high grass, forests
- Asphalt roads, off road tracks
- Terrain with snow conditions

Dinaric Rally is open to motorcycles, quads and SSVs (hereinafter collectively referred to as “motorcycles”) duly covered by a registration certificate and adapted to off-road use.

It is understood that all riders, competitors, teams, team leaders, officials and other parties participating in the Dinaric Rally and accompanying events (hereinafter collectively referred to as the “Dinaric Rally”), accept on their own behalf, on behalf of their employees and agents, that they will abide by all the rules and regulations prescribed by the organizer of the Dinaric Rally.

It is the responsibility of each competitor and/or team to ensure that all persons involved with their entries observe the Dinaric Rally Regulations at all times. A competitor is responsible for the behavior of his mechanics, assistants or manager and any infringement to the regulations will be borne by the competitor.

All persons who in any way participate in the Dinaric Rally or accompanying events and events related to the rally at any time, during the rally must wear and be able to show the appropriate pass.

Actions judged by the officials responsible to be contrary to the Rally regulations – or judged to be unsportsmanlike or against the best interests of the sport or the meeting in question – are subject to disciplinary actions as provided by the Rally Arbitration and Disciplinary Code.

To anyone who does not abide by the Rally rules and regulations, the Rally Organizer has the right to prohibit (further) participation in the Rally. In addition, all those who do not comply with rules and regulations are liable to the Organizer for all the damage they have caused by their (inappropriate) actions.

The Dinaric Rally is jointly organized by:  
UNTAMED Sport Club and UNTAMED j.d.o.o. (hereinafter: UNTAMED)  
Čerinina ulica 13,  
10000 Zagreb,  
Croatia  
[org@dinaricrally.com](mailto:org@dinaricrally.com)  
+385 959061237

# **LOCATIONS**

## **BIVOUAC**

City of Knin – Croatia

## **STAGES**

Croatia – 3 days. Loop stages.

Bosnia and Herzegovina – 2 days. Marathon stage (start in Knin, Croatia)

## **REMOTE BIVOUAC**

Bosnia and Herzegovina

Note: remote bivouac is easily accessible with any sort of vehicle. Hotel or camp accommodation are available.

# RULES AND REGULATIONS

The Rally will be organized in accordance with:

1. FIM Europe Tout Terrain Rally Cup Rules and Regulations (download [here](#))
2. Croatian law
3. Bosnia and Herzegovina law
4. Dinaric Rally Supplementary Rules and Regulations

## ADMINISTRATION

The Race administration will be available till 19/8/2022

Participants must be in constant contact with the Race Administration to receive information releases and updates.

## COMMUNICATION / CONTACT

email: [org@dinaricrally.com](mailto:org@dinaricrally.com)

tel/wapp: +385959061237

### 1.8. INFORMING

The official Channel of Communication are the Dinaric Rally public web pages: [www.dinaricrally.com](http://www.dinaricrally.com)

Additionally, information may be distributed through Dinaric Rally official facebook and instagram:

instagram: @dinaricrally

<https://www.instagram.com/dinaricrally>

facebook: @dinaricrally

<https://www.facebook.com/dinaricrally>

# OFFICIALS

- **Jury President FIM-Europe: Heiko Junge FIM-Liz.Nr.: 15320**
- FMNR Jury Member: *Petra Kontić*
- Clerk of the Course: *Perica Matijević*
- Chief Technical Steward: *Tomislav Črgar*
- Chief Medical Officer: *Mia Matijević*
- Environmental Steward: *Renata Suchy*
- Chief timekeeper: *Alvydas Petrosius*

# PARTICIPANTS

# COMPETITORS

The rally is open to a maximum of 200 riders in all categories

The organizer has the right to accept more than 200 entries.

The organizer has the right not to start the race, if there are fewer than 50 entries. In this case the entry fee will be refunded.

To register for the Dinaric every rider must have:

- For their vehicle:
  - registration license
  - valid third party liability insurance
  - Green Card
- For himself
  - Rally Racing **License FIM-Europe** if required by the category
  - license to drive on public roads
  - personal accident insurance covering: death, permanent disability, medical treatment and repatriation and including rally racing

## REGISTRATION – GENERAL TERMS

1. Anyone wishing to take part in the Dinaric Rally should register before closing of registration.
2. Registration steps:
  1. The Registrant correctly enters and successfully submits the Registration form.
  2. The registrant receives payment data and unique ID number by email.
  3. The registrant places the payment for the entry fee, using a unique ID number as a payment reference.
3. The registrant will be considered as registered for the rally only when the entry form is successfully submitted, registration fee is fully paid, and he/she receives email confirmation that he/she has successfully registered.
4. The registrant undertakes to submit to the Organizer all required data and / or necessary documents. These data / documents can be submitted through the registration form or contact email: [registration@dinaricrally.com](mailto:registration@dinaricrally.com)
5. If the registrant makes the application on behalf of another participant, the registrant agrees to assume all obligations of the participant for whom he contracts services.
6. The registrant shall be liable for any damage resulting from the provision of inaccurate or incomplete information or documents.
7. The registrant should request all additional services that are highlighted in the pre-contractual information, i.e. in the service program, within the appropriate period specified in the pre-contractual information and before the registration.

8. Additional services are not included in the basic price and are charged extra.
9. The participant may request optional and special services during the Rally and UNTAMED undertakes to make every effort to meet all reasonable requirements whereby all such services are paid for separately, in the currency of the country where the service is provided or in kuna equivalent.
10. Payment, depending on the situation, may be made directly to UNTAMED or an UNTAMED representative. All prices for additional services / fees listed in the program / pre-contractual information are subject to change until the conclusion of the contract.
11. The service contract can be concluded through the online booking form or through other booking channels.
12. Prior to the start of the Rally, the registrant is obligated to present all the necessary documents to the organizer and if he/she fails to do so, the registrant will not be permitted to start the event and entry fee will not be refunded.
13. Participants should send all the necessary documents in advance in digital copies through the documents submitting form that they will receive in registration confirmation mail. During the administration check (in the bivouac) the original documents should be provided to the race administration.
14. If on the day of registration it is found that the registered vehicle does not correspond to the class / category for which it is registered, the rider will be instructed to change the category. Only a limited number of vehicles will be able to be transferred to another category, so riders are advised to take great care when registering to which class they are applying and that all other information with which they are applying is correct.

# INSURANCE

## THIRD PARTY LIABILITY INSURANCE

Organizers, all competitors, the manufacturers, competitors, passengers, sponsors, officials and **FIM-Europe** will be insured with third party liability insurance in case of damage to third parties during the meeting or during practice.

## ACCIDENT INSURANCE FOR COMPETITORS

1. Every competitor (**with or without FIM-Europe license**) must be fully insured for personal accidents covering death, permanent disability, medical treatment and repatriation!

2. Riders must be insured as per following specification:
  1. for medical treatment € 14.000
  2. for repatriation € 3.400".
3. Riders who do not have personal accident insurance will be able to get this insurance through UNTAMED, from our co-insurance company. [More](#)
4. Basic medical insurance, prescribed by law in the country of origin of the riders, is compulsory.
5. Insurance in case of motorcycle and equipment damage and theft is recommended since the organizer is not responsible for such cases.

## VEHICLE(S) INSURANCE

1. Every vehicle that participates in the Rally must have regular compulsory vehicle insurance.
2. Vehicles from non EAA (European Economic Area) countries must have the "Green Card".  
Note: during the race, all the competitors will cross the Croatia-BiH border two times at least.

## GENERAL

Despite our efforts to make the Dinaric safe and despite all experience and knowledge of the riders, accidents are always a possibility at events such as cross country off road rallies.

It is assumed that all participants are aware of all the risks involved in participating in the rally. To participate in Dinaric Rally means to participate in a moto sport in which speed and adventure is an important factor.

Riders are strongly advised to check whether and to what extent their insurance covers the risk of such accidents, medical care and third party liability!!



The organizer undertakes to provide first aid, possible medical intervention on the terrain (by official SAR teams, doctors and paramedics) and the transport to the hospital.

For all the activities that riders do prior to the official start of the Rally that are not included in the official itinerary and/or not related to the Rally, as for all other activities after the Rally finish, riders are strongly recommended to have additional insurances (third party liability, accident insurance, travel insurance).

# THE RACE

## ITINERARY

The event, lasting a total of 7 days, will take place on August 20 to 26, 2023.

Bivouac will be open for participants from 12:00 a.m. Aug. 19, 2022. See the location of the bivouac [here](#). Upon arrival, riders can apply for administrative verification and technical check.

The scrutineering starts from Sunday, August 20, 8:00 a.m.

The training and the prologue will be held on Monday, August 21, at a remote location a few kilometers away from the rally camp.

For the next 5 days, competitors will ride 5 different stages (one Marathon stage consists of two days of competition)

Sunday, August 20st

- 8:00 application for administrative verification and technical check
- 10:00 – start of administrative verification and technical check
- 19:00 – rally opening ceremony and welcome party

Monday, August 21nd

- 8:00 gathering at the start of the prologue

- 8:30 training
- 11:00 – 12:00 lunch break
- 13:30 prologue
- 16:30 end of prologue and return to Knin
- 19:30 – 20:30 briefng

Tuesday, August 22 - 25

- 7:00 START

Saturday, August 26th

- 7:00 START
- 16:00 podium / prize giving ceremony
- 20:00 Party

## ADMINISTRATIVE CONTROL

Prior to the start of the event, an administrative control will be organized, in order to check **the FIM-Europe licenses**, driving license, make and model of the motorcycle, and compliance with the category in which it has been entered. During this administrative control, various safety equipment and different information will be distributed to the competitors.

## TECHNICAL INSPECTION

Before the start of the event, technical inspection of all the vehicles will be conducted.

During the whole event the Technical Steward, under the supervision of the Technical Director, can check any motorcycle. The time spent for this check will be granted to the competitor.

The competitor is responsible for the technical conformity of his motorcycle during the whole time of the Rally.

The competent bodies or officials can disqualify a motorcycle at any time during the event, which is considered to be or may become dangerous for the rider and other people connected to the Rally.

Any refusal to present the machine to a control requested by the Technical Steward will be sanctioned. Even by disqualification, if necessary.

## **SOUND CONTROL**

For sound test details please refer to the [Technical Regulations](#)

### **BEFORE THE RACE**

All motorcycles must pass the sound control test. If a motorcycle does not pass the sound control test, the competitor must immediately solve the problem before the next sound control test.

### **DURING AND AFTER THE RACE**

For the sound control during the race and after the race, if during the test, the machine exceeds the maximum level allowed, the competitor will be penalized as followed:

- 1st offense: 15 minutes of penalty
- 2nd offense: 60 minutes of penalty
- 3rd offense: disqualification from the Event or other penalties given as provided for in the Disciplinary and Arbitration Code.

A competitor wishing to repair or replace the silencer of his machine can do so at the end of the day after the final time control, no later than 60 minutes after his time limit or no later than 60 minutes before his next scheduled starting time.

The competitor has 30 minutes to complete this task.

During the 30 minutes allocated, the competitor may request as many sound control tests as he wishes.

After 30 minutes, the competitor will be asked to present his machine to the official responsible for controlling the sound level of the machines.

If the sound level is still above the required standard, the competitor will be penalized according to the above-mentioned rule.

If the silencer is changed during the day, the competitor must present it to the technical steward in order to be marked with a different paint or sticker.

At the end of the day, a sound control test will be carried out during the 30 minutes allowance. If the test is passed, the silencer will be marked with the official paint. If not, the competitor will be penalized according to the above-mentioned rule (or other penalties given as provided for in the Disciplinary and Arbitration Code).

## **5.5. BRIEFING**

Regular briefings will be held every day, in the evening.

The briefing language is English.

All riders will receive the minutes of the briefing in electronic form.

The minutes of the briefing will be available for inspection at any time in the organizational tent.

## **5.6. ROADBOOK AND NAVIGATION**

The route of the Rally will remain secret until the Road book/GPS are distributed to the competitors.

### **5.6.1. OFFICIAL ITINERARY**

The official itinerary (Selective and Road Sections) is recorded in the Roadbook / GPS(s) supplied to the competitors. The validation in a chronological order of each Waypoint (WPV, WPM, WPN, WPP, WPS, WPC, DZ, FZ, CP) localized on the road book guarantees the respect of this itinerary by the competitors. Each point will be numbered in chronological order on the road book and in the GPS.

If a competitor wishes to go back to validate a missed waypoint, he/she must not under any circumstances take the Rally Route in the opposite direction.

If the track is a single narrow lane, then any return in the opposite direction of the race is forbidden under penalty of disqualification.

In case of open off-track, for safety reasons and in order not to be going in the opposite direction of the race, the rider will have to deviate from the tracks to return to the previous waypoint, without incurring any penalty.

A WPM is also affected at DZs and FZs of the Speed Control Zone.

## **5.6.2. ROADBOOK**

All competitors will receive a road book, (paper or electronic) every day, before the briefing. Roadbook will indicate the itinerary. While racing, riders are obligated to follow the roadbook for only the route indicated in the roadbook will be previously reconnoitered and will be “opened” and “swept”. Only this route will be validated by the opening team. It will indicate compulsory points of passage (WPV's, WPM's, WPS's, WPC's, SZ's (DZ's), FZ's, CP's) which must be respected. Not following these compulsory check points will be penalized.

The Road Book is in standard A5 format for SSVs and in 145 mm wide roll for Bikes and Quads. Both have total distance notes and relative distance notes to the next tulip.

It is absolutely forbidden to go in the opposite direction of the route and it is not allowed to go off the track. This incurs penalties up to disqualification from the race.

The use of the Electronic Road book is optional. Electronic roadbook will be in .PDF format. No protest will be accepted concerning the format, availability or the use of the electronic road book.

Between two compulsory points of passage the itinerary of the road book is recommended.

Any danger !!! (Danger 3) will be a WPS (validation at 90 meters).

Any danger and 3 (!!!) will be automatically signaled to the competitors by an audio alarm generated by the Vehicle-to-Vehicle Alert System.

In the first road book the complete list of symbols (check symbols [here](#)) will be explained. The road book of each stage will have the description of the stage on its first pages. The list of symbols and the descriptions will be in English.

The Road Book has been designed in order to indicate the road to follow and the main dangers.

The route of the Rally is secret until the Road book/GPS is distributed to the competitors.

Any reconnaissance of the track is forbidden. If this is done, disqualification from the race is possible.

The route of the race was created with a motorbike, quad and SSV vehicles. Distances were measured with ICO Rally Max-G, ICO Rally Max 2, Garmin GPSMAP 66 and Garmin Montana devices.

The information given by the road opener team will be communicated to competitors during the briefings and by bill posting. The official itinerary of the Rally is described in the road book given to the competitors and must be completely followed. If not the rider will be penalized and may be disqualified from the race.

### 5.6.3. ROADBOOK LEXICON

Dinaric Rally Roadbook is made in accordance with **FIM-Europe** / FIA Cross Country Rallies Rules and Regulations and **FIM-Europe** / FIA Symbols are used.

Check Roadbook Symbols [here](#)

### 5.6.4. NAVIGATION

It is possible to navigate with:

- ROADBOOK (paper or electronic)
- GPS (GPS device or phone/tablet)

The type of navigation is determined by the class.

Each class is navigated in a certain way.



In all classes that ride using a roadbook, it implies that riders use a paper roadbook.

In case the rider wants to navigate using an electronic roadbook, he is obliged to mention it in the application!

Paper roadbook carriers, electronic roadbook reading devices and GPS navigation devices are provided by the riders themselves!

The organizer will make sure that all riders, depending on the chosen mode of navigation, receive a roadbook (paper or electronic) or GPX track on time not later than before the official rider's briefing.

Riders navigating by the roadbook are allowed to use GPS devices! This does not mean that it will be possible to navigate by gps devices / gpx track for .gpx tracks of the Rally stages will remain hidden throughout the rally.

The organizer undertakes that the exact route of the rally will remain secret until roadbook / GPS are delivered to the riders.

Riders are expected to be experienced in the technology they use for navigation.

## **STARTING ORDER**

### **FIRST STAGE**

The starting order and procedures for the First Stage will be decided by the Race Director.

After the finish of the First Stage, separate classifications will be made, one for each Category: M1-M6, Q, SSV.

## **SECOND STAGE**

The starting order of the second stage will be decided according to the classification of the First Selective Stage:

10 riders with the best times in the First Stage will have to choose their starting order for Stage 2 in the following way:

The ten competitors must be present to make their choice;

These ten competitors must start in the first ten places;

Competitors choose the places in reverse order from their ranking: competitor ranked tenth chooses first – competitor ranked first chooses last;

The following three rules apply:

1. the competitor who chooses has the right to choose any position, including the occupied positions;

2. if position is occupied, the previous competitor moves one place “down” towards the bottom of the ranking and pushes all competitors that are below;

The competitor ranked tenth will choose first and he / she will choose a position

The competitor ranked ninth will then choose any position (including the occupied one);

The competitor ranked eighth will choose his position and so on until the competitor who achieved the best time in the Qualifying Special Stage.

If several competitors are absent to make this choice, they will be placed in the remaining free places in the reverse order of the classification of the Qualifying Special Stage.

If no Qualifying Special Stage was held (in case of force majeure), starting order and procedures will be decided by the Race Director.

## **THIRD AND SUBSEQUENT STAGES**

The starting order of the second and subsequent Stages will be established on the basis of the time achieved in the Selective Section of the previous day plus the Selective Section penalties (speed, missing Waypoints...) obtained in this Selective Section.

If the stage includes several Selective Sectors, the starting order will be established on the basis of the time achieved in these Selective Sectors plus the Selective Sector penalties (speed, missing Waypoints...) obtained in these Selective Sectors.

Motorcycles will be the first to start the race.

Quads will start no less than 15 minutes after the last motorcycle.

SSVs will start no less than 15 minutes after the last quad.

The race Director will decide how long exactly the period between the start of different categories will be.

The starting times for each competitor, on both, Selective Sections and Liaisons will be strictly on time and without delay, by exact number of minutes (e.g. 3 minutes) procedure, set by the Race Director.

## **ROUTES AND TRAFFIC**

The Route is divided into Stages that comprise one or several Selective Sections (SS) connected by Road Sections (Connections).

The race will take place on roads open to public traffic.

Throughout the duration of the event, the competitors must strictly comply with the traffic regulations of the countries through which the event passes.

Riders are obliged to personally take care of their own safety at all times as well as the safety of all other competitors and traffic on the roads as well as the local population.

Especially for vehicles passing through residential areas, a designated maximum speed limit of 30 or 50 kilometers is set, unless the local road codes and signs state a lower limit.

Competitors will be monitored by GPS tracking system, throughout the stage(s). Any deviation from the route, speeding or any other rules violation will be recorded and penalized.

In each case, the penalties can reach up to and disqualification from the race.

No matter how hard we try, public roads can NEVER be 100% closed to traffic. It is impossible to completely prevent or control the behavior of other people and there is always the possibility that someone will appear on the route suddenly, that they will drive in the opposite direction and act in other dangerous ways.

The organizer disclaims all liability in case of traffic and other accidents as well as any related damages.

## **STAGES**

Stages (synonymous expressions: "Etape" or "Day Stage") are designed so that all experienced riders can complete them safely and on time. However, the terrain in the Dinaric Alps is demanding and many other factors such as weather forecasts or local unforeseen events can affect riders and their vehicles.

The organizer reserves the right to change the planned stage / track at any time and inform the riders about it on time.

The trails consist of various roads and paths including asphalt, macadam, old neglected roads etc. and off road sections.

The stages are divided into Selective Sections (SS) and Road Sections (LS – Liaisons or Connections).

After each Stage, a minimum rest period of four hours is compulsory. The Clerk of the Course may allow a competitor to start the following Stage without proof of the four hours rest, once only, according to the advice of the event Chief Medical Officer (CMO). In this case, the competitor must turn up one hour before his theoretical start.

## **SELECTIVE SECTIONS (SS)**

Selective Sections are run on tracks and sections of “road” open to the public. Contestants are obliged to use public roads with the greatest of care respecting all other participants in traffic.

Selective Sections (synonymous expressions: “Special Stage”, “Special Section” or “Selective Stage”) are timed sections of the Stage.

The goal is to pass the Selective Section as fast as possible while respecting the speed limits and all other rules and regulations.

Exact time for the start of every Selective Section will be determined (for each competitor)! Delay in the start of Selective Section(s) will be penalized...

Entrance and exit to the Selective Section will be clearly marked with recognizable symbols on the ground and will be marked in the roadbook.

Entry and exit from each Selective Section as well as speed throughout the entire stage, will be registered by timing / tracking system(s).

It is forbidden for competitors to ride in the opposite direction of the Selective Sections, under threat of penalty which may result in disqualification from the event.

## **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 the true starting time of the motorcycle concerned (hour and minute) into the time card of the competitor and 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 competitor.

A two minute penalty will be given to a rider that does not start within 30 seconds of the start signal.

Any competitor refusing to leave at the start of a Selective Section at the given time and in the position that has been allotted will be penalised, possibly by disqualification from the event.

The start of a Selective Section at the time indicated on the time card can be delayed by the timekeeper.

A start made before the official has given the signal will be penalized by one minute. This penalisation does not rule out more serious sanctions that may be applied by the Jury, particularly in the case of a repeated offense.

When a competitor is unable to show up at the start of a Selective Section with his motorcycle and his engine running, the penalty shall be one minute per minute of tardiness.

## **FINISH OF A SELECTIVE SECTION**

The finish of the Selective Section will be a flying finish, with notification panels arranged as follows:

a) yellow checkered panel (start of zone)

b) after about 100 meters, red chequered panels (arrival at speed)

c) at a distance of about 150 to 300 meters, 2 red panels (timepiece and STOP) and a final beige panel "zone exit" with 3 cross bars.

A voluntary stop between the yellow warning panel and the STOP panel is prohibited, under threat of penalty that may result in disqualification from the event. Timing is recorded on the finish line, with printer-type clocking in equipment. A "photo/ finish" camera (Onboard camera type, GoPro or other) will also be installed in order to solve possible ties. The latter will be duplicated by hand-held stopwatches.

At a distance of about 150 to 300 meters after the finish, the competitor shall stop at a time check signaled by a red clock and a red STOP panel. The timekeeper on duty will enter the arrival time (hour, minute and second) into the time card, which will also be the starting time for the following Road Section (hour and minute). Any competitor not stopping at the STOP panel to enter his time will be penalized, up to disqualification.

The arrival times are recorded on the basis of seconds.



# **NOT STARTING OR ABANDONING A SELECTIVE SECTION/STAGE**

A competitor not present at the start of a Stage and who did not inform the race direction in any manner will be disqualified.

The competitor who does not wish or cannot start a Stage must still present himself, and be represented by somebody at the start of the Stage must inform the Clerk of the Course before the start of the Stage.

In this case, he will receive a penalty as follows:

3 (3) hours + Sporting Penalty (SP) + Maximum time of the Selective Section + the value of all waypoints not validated.

The competitor who starts a stage and then leaves the Stage will receive the following penalty (It is not allowed for him to cross the finish line after leaving the track:

Ninety (90) minutes for having left the stage + SP + Maximum time of the Selective Section + the value of all waypoints not validated.

To obtain FIM points, a competitor must not have more than one (1) Sporting Penalty (SP). If the competitor has more than 1 SP, this competitor can finish the Rally but will appear in the FIM classification with zero points.

In order to appear on the FIM final classification, a competitor must start the last Selective Section, cross the finishing line and park his motorcycle in the Parc Fermé before the closing deadline.

# MOTORCYCLE NOT IN CONDITION TO START

At the start of a Stage or of a Selective Section, if the Technical Stewards/ Technical Director note that a motorcycle is in a condition which is incompatible with normal use, they must immediately inform the Clerk of the Course, who may call for its condition to be rectified.

In this case, the time taken, in minutes, to perform the work shall be considered as so many minutes of lateness recorded over a Road Section. In order to prevent the competitor from trying to make up his lost time after the repair, the latter shall be given a new starting time, provided that the TC is not closed.

## CONTROL ZONES

All controls must be passed in the order defined by the Road Book.

All controls, i.e. time checks, start and finish of Selective Sections, Passage Control will be marked in the GPS with a "WPS" and will be indicated by means of standardized panels as follows:

1. The entrance into the control zone is indicated by a warning panel with a yellow background. The position of the control point is indicated by a panel with a red background At a distance of about 100 m. The end of the control zone, approximately 100 meters further on, is indicated by a final panel with a beige background and three black cross-bars. The panels are always on the right of the control zone.
2. Any control zone, i.e. any zone between the first yellow warning panel and the final beige panel is considered as a Parc Fermé. The duration of the stop must not exceed the time required for the control operations.
3. It is strictly forbidden to enter or leave a control area from any direction other than that prescribed by the itinerary of the Rally or to re-enter a control area once checking in has taken place at this control. If this happens the rider will be penalized:
  - a) 1st offense: 10 minutes
  - b) 2nd offense: 1 hour
  - c) 3rd offense and following: 3 hours

5. The ideal time for clocking-in is the sole responsibility of the competitors. The official time is the GPS time.
6. The competitors are required, under threat of penalty which may result in disqualification from the event, to follow the instructions of the chief of the control point.
7. All distances defining the control zones are approximate and in no case can be subject to complaints.

In the zones defined as Speed Control Zones, the speed of the competitors, in the Road Sections as well as in the Selective Sections, will be limited; the value of this limitation will be indicated in the road book. Moreover, it is the responsibility of the competitor to adapt his speed to the condition on the roads and the traffic.

These zones will be marked in the road book by a box marked "DZ" (start of the zone), a FZ box (end of the zone) and the maximum speed allowed. The absence of indicating signs for speed cannot give cause for protest. The buzzer or alarm signal is not official information to indicate the Speed Control Zone.

All the liaison zones will be considered as "Speed Control Zone".

In some cases, when the competitors have to reduce their speed significantly, at the crossing of a road for example, a speed control zone (DZ – FZ at 40 km/h) will be defined.

Overtaking is allowed, on condition that the maximum speed authorized in the zone is not exceeded.

Speed controls will be done by means of the GPS (Stella 3 EVO safety and tracking device).

In a Speed Control Zone, if the speed limit is exceeded, audio / visual signals can appear on the Safety and Tracking device to indicate excess speed with a recording of this.

A deceleration area of 90 meters around the start of the zone as well as an acceleration area of 90 meters around the end of the zone will be allowed.

A Speed Infringement (SI) is made when the maximum speed is exceeded once or several times in the same Speed Control Zone.

When speeding, a pulse signal is recorded in the GPS. Each pulse signal (IMP) will be penalized.

The controls will be ordered by the Clerk of the Course or the Jury and executed by a GPS technician in the presence of an official or a rally Judge.

The Jury can disqualify a contestant if repeated speeding is considered to have been intentional.

## **START OF THE CONTROL ZONE**

The entry of a speed control zone recorded in the GPS will be indicated on the road book by a box marked "DZ" and by a safety waypoint (WPS). To validate the entry of Zone "DZ", the competitor must pass at less than 90 meters (radius around the WPS "DZ").

90m before this GPS point the competitor will be informed by his GPS Safety device that he is approaching a Speed Control Zone (deceleration).

The 90m situated after the GPS point, is considered as a deceleration zone (zone of tolerance), before entering in the control zone.

## **SPEED CONTROL ZONE**

The control zone will appear permanently on competitors' GPS screens, meaning that they can in no way claim not to know either the entrance or exit of the zone. The speed of a competitor will be limited to the maximum speed allowed between the point of entry and exit point of the zone, regardless of the route taken between these two points.

## **END OF THE CONTROL ZONE**

The end of the Speed control zone with a GPS will be indicated on the road book by a box marked "FZ" and by an eclipse waypoint (WPE). Around this point with a radius of 90 meters a zone of tolerance will be set. In this zone, the competitor may accelerate again. The exit point of the speed control zone is a compulsory point of passage. To validate the exit of Zone "FZ", the competitor must pass at less than 90 meters (radius around the WPE "FZ").

## **SUCCESSIVE SPEED CONTROL ZONES**

With different speeds When a speed control zone is made of two successive areas, with two different speeds of different values, the maximum speed within a radius of 90 meters of the entering waypoint of the second section will always be the highest speed of the two areas.

In the case of a decreasing speed limit, entering the 90 meters radius of this waypoint will be the start of the deceleration area. In an area made of 2 successive speed control zones, with 2 maximum speeds of different values, the waypoint in-between will warn of the modification of the speed limit.

## **NEUTRALIZATION**

A specified time (in minutes) in which the competitor stops at the designated stopping points (*fuel points, refreshments etc*) and which will not be added to the total time on the track.

## **MARATHON STAGE**

Definition: The Marathon Stage consists of two days of competition. Each day is considered as a stage.

Only Selective Sector penalties will be applied on the evening of the first day of a Marathon Stage.

Other penalties incurred for the Marathon Stage will be applied at the end of the Marathon Stage.

Overnight accommodation / camping of the Marathon stage will be organized at a remote location.

During the night between two days of racing, a bivouac without external assistance called Bivouac Marathon will be organized. All competitors at this bivouac must leave their vehicles in the Parc Fermé.

Important rules for the vehicles and riders of different categories:

1. The Organization will provide an area called Work Park Marathon which will be clearly marked and fenced off within the Bivouac and will be securely guarded.

2. Only the Officials of the Event are allowed to enter the Work Park Marathon. The Press will not be granted access.
3. Competitors are allowed to work on their motorcycle/SSV once they have entered the Work Park Marathon.
4. The working time will be fixed at 60 minutes.
5. Help between competitors within the same class (only) will be allowed.
6. Competitors may only use the tools and material they have carried with them or borrowed from another competitor (Chain, filter, etc.).
7. Exchange of parts between competitors is allowed.
8. If a competitor stays longer than his allocated time, but no longer than 30 minutes, he/she will be penalized with 60 minutes.
9. After these thirty minutes, he/she must imperatively leave the work park.
10. It is forbidden for a competitor who has left the Work Park Marathon to come back again.
11. Competitors will be allowed to enter the Work Park Marathon in the morning, 10 minutes before their start time.
12. If after the first stage of the Marathon Stage, the bike is not safe to restart the next day, the competitor must repair the bike. If he fails to do this, he will not be allowed to start the second stage of the Marathon Stage and will then receive a penalty of 6 hours.

Bikes must be parked and stay in the controlled area.

There will be a limited number of places in accommodation (in the remote location) available. Accommodation details will be published soon.

There will be space for camping (in the remote location) available. Toilets and showers in the camping area will be available.

Riders who will camp must have:

- a tent
- a sleeping bag
- a sleeping mattress
- Personal hygiene items set

All the luggage will be transported (to the remote bivouac and back to the rally bivouac) by the organization.

## **FUEL**

The competitor alone is responsible for refueling.

Refueling must be done with the engine cut. The competitor cannot be on his motorcycle.

At least 20 minutes of neutralization will be put in place each time refueling is carried out.

Neutralization can be managed by GPS without the assistance of a marshal. The competitor will then be solely responsible for his start time of the neutralization.

Minimal fuel autonomy of vehicles for the Dinaric Rally is 130 km.

Exact fuel autonomy for each stage as well as fuel refill points will be highlighted in the roadbook (and gpx data).

In the refueling zone, only the following interventions will be allowed:

- Installation of the Road-Book;
- Replacement of the cartridge(s) and verification of the correct functioning of the airbag;
- Fuel, water and food replenishment;
- Use of toilet



# PROTESTS – APPEALS

1. All suggestions, complaints and appeals must be submitted in writing and handed to the Clerk of the Course accompanied by the security deposit currently applicable. This sum will not be returned if the complaint is rejected.  
If the protest calls for the dismantling and refitting of various parts of a motorcycle, the complainant shall pay an additional security deposit.
2. The final deadline for holding a protest against the classification of a Stage is valid up to three (3) hours after the posting of the Provisional classification of the stage.
3. The final deadline for protest, at the end of the event, will be half an hour beginning from the time when the official general classification of the Cross-Country Rally is posted.

The Appeal and Complaints Commissioners will consider all the reports and make a decision. The decision will be made at the latest, before the beginning of the next stage, or, if the objection regards the last stage, before the announcement of the total results.

## AWARD-GIVING CEREMONY

The best three placed competitors overall and best three placed competitors of each category / class will receive a trophy provided by the organizer.

## 5.20. MARKETING AND PROMOTION

Advertising on motorcycles and the rider's clothing is allowed as long as it:

- does not offend, in any way, others present at the rally.
- does not offend, in any way, any third party in the area in which the rally is taking place.
- is not in direct conflict with the partners and the sponsors of the rally.

The organizer keeps the right to put stickers on participants' vehicles. If a rider refuses this , he/she must pay a double entry fee.

# 6. TIMING AND TRACKING

## 6.1. TIMING

The Dinaric Rally timing system enables:

- Lap timing
- Live checkpoints
- Precision 1/1000 sec
- Live results (web / smartphone app)

## 6.2. TRACKING & SAFETY

The SAFETY system used on the Dinaric Rally provides live\* informations used for the safety of the riders, including:

- GPS position of the vehicles
- speed of the vehicles
- trajectories of vehicles
- deviation from the route
- SOS call from riders to the organization
- Warnings from Organization to the rider(s) in case of unforeseen events and dangers on the route

The TRACKING system used on the Dinaric Rally provides the informations used for the scoring, including:

- GPS position of the vehicles
- speed of the vehicles
- trajectories of vehicles

- deviation from the route
- violations of speed limits
- alarming of competitors about:
  - speeding
  - waypoints passing
  - dangers (also stated in the roadbook)
  - entering / exiting the neutralization(s)

\*a shorter or longer delay is possible in remote areas

# TIMING, PENALTIES AND SCORING

## SPEEDING PENALTIES

Penalties for exceeding the speed limits will apply as follows:

1. When speeding, a pulse signal is recorded in the GPS every 150 m or every 10 seconds. Each pulse signal (IMP) will be penalized as follows.
  - up to 20 km/h: IMP X 1'
  - between 21 and 40 km/h: IMP X 2'
  - more than 40 km/h: IMP X 6'

2. Example: Zone limited to 40 km/h. A competitor passes the first two pulse signals at 100 km/h then the 3rd at 70 km/h, the 4th at 52 km/h; the other ones are below the limit.

Calculation:  $2 \times 6' + 1 \times 2' + 1 \times 1'$  Total of the penalties: 15 minutes. The second Speed Infringement will be when speeding once or several times in another Speed Control Zone. The Number of Speed Infringements (NSI) will be added during the event. From the second offense and for all the following, each pulse signal (IMP) will be penalized as follows:

- up to 20 km/h: IMP X 1' X NSI

- between 21 et 40 km/h:  $IMP \times 2' \times NSI$
  - more than 40 km/h:  $IMP \times 6' \times NSI$
3. Example: in the second Speed Control Zone of the rally, limited to 40 km/h, the same competitor passes the first pulse signal at 72 km/h, the 2nd at 58 km/h, the 3rd at 41 km/h; the other ones are below the limit.
- Calculation:  $1 \times 2' + 2 \times 1'$  Penalties: 4 minutes  $\times 2$  which makes a total of 8 minutes of penalties, as it is the 2nd Speed Infringement ( $NSI = 2$ ), then  $\times$  three for the third Speed Infringement ( $NSI = 3$ ),  $\times$  four for the fourth Speed Infringement ( $NSI = 4$ ) etc.

## LIAISON STAGES PENALTIES

Liaison Stage penalties for motorcycles, Quads and SSVs are strictly proportional to the delay or early arrival, i.e. 1 minute penalty for every minute late or early arrival.

## MISSED CHECKPOINT PENALTIES (CP)

The penalty for missing check point (CP) is calculated as:  $(SS \text{ maximum time} / \text{number of all SS CPs}) \times \text{number of missed SS CPs}$

Example 1:  $(600 \text{ minutes} / 20 \text{ CPs}) \times 3 \text{ missed CPs} = 90 \text{ minutes penalty.}$

Example 2:  $(600 \text{ minutes} / 20 \text{ CPs}) \times 0 \text{ missed CPs} = 0 \text{ minutes penalty.}$

Example 3:  $(600 \text{ minutes} / 20 \text{ CPs}) \times 18 \text{ missed CPs} = 540 \text{ minutes penalty.}$

## TIMING

The Dinaric Rally timing system enables:

- Lap timing
- Live Checkpoints
- Precision 1/1000 sec
- Live results (web / smartphone app)

## BONUS

Due to the fact that the first riders who opened the stage are at a disadvantage to others the Race director decided to introduce a time bonus to award the 3 riders opening the track during a Selective Section.

This bonus is applicable to all riders' categories.

- First rider to validate the WP Bonus: 1.5 seconds X distance traveled since the previous Waypoint (WP) Bonus expressed in kilometers and rounded down to the nearest hundred meters.

- Second rider to validate the WP Bonus: 1 second X distance traveled since the previous WP Bonus expressed in kilometers and rounded down to the nearest hundred meters.
- Third rider to validate the WP Bonus: 0.5 seconds X distance traveled since the previous WP Bonus expressed in kilometers and rounded down to the nearest hundred meters.
- The time at the finish of the Selective Section will be credited with the Bonus in order to determine the starting order of the Stage the next day.
- The Bonus will be rounded down to the whole second.

## TIME CARD

Paper Time Cards will not be in use.

QR code put on competitors bike on the day of registration will be used to record competitors time at time controls and via mobile app.

## MAXIMUM TIME ALLOWED

### **LIAISON SECTION – START AND FINISH**

A target time will be given (stated in the Roadbook) for each Liaison Section, with a maximum time allowed. Any competitor exceeding this target time will incur a penalty of one minute for every minute late, up to the maximum time allowed.

Competitors checking-in after this maximum time will incur the liaison penalty for the day (PL).

## **SELECTIVE SECTION**

Selective Sections will be run in real time, with a maximum time allowed. Competitors checking-in after this maximum time will incur the fixed penalty for the day.

If, at the end of the stage, the majority of competitors having started the stage have not crossed the finishing line of the day's Selective Section, the day's maximum time allowed may be revised on the suggestion of the Clerk of the Course, at the discretion of the International Jury.

## **THE BEST RESULTS**

Selective Section (synonymous expressions: "Special Stage", "Special Section" or "Selective Stage") are timed sections of the Stage.

The competitor's goal is to pass the Selective Section(s) fastest possible while respecting the speed limits and all other rules and regulations.

The best result on each Stage is calculated as:

Time on SS + Penalties.

Penalties on both, Selective Section(s) and Liaison Section(s) will be taken in this calculation.

Best results in final classification are calculated as:

Total time on all Selective Section + Penalties from all Sections (Selectives + Liaisons).

## **NOT STARTING OR ABANDONING A SELECTIVE SECTION/STAGE**

A competitor not present at the start of a Stage and who did not inform the race direction in any manner will be disqualified.

The competitor who does not wish or cannot start a Stage must still present himself, be represented by somebody at the start of the Stage must inform the Clerk of the Course before the start of the Stage.

In this case, he will receive a penalty as follows:

Three (3) hours + Sporting Penalty (SP) + Maximum time of the Selective Section + the value of all waypoints not validated.



The competitor who starts a stage and then leaves the Stage will receive the following penalty (It is not allowed for him to cross the finish line after leaving the track:

Ninety (90) minutes for having left the stage + SP + Maximum time of the Selective Section + the value of all waypoints not validated.

**FIM-Europe** Rally: To obtain **FIM-Europe** points, a competitor must not have more than one (1) Sporting Penalty (SP). If the competitor has more than 1 SP, this competitor can finish the Rally but will appear in the **FIM-Europe** classification with zero points.

In order to appear on the **FIM-Europe** final classification, a competitor must start the last Selective Section, cross the finishing line and park his motorcycle in the Parc Fermé before the closing deadline.

## **MOTORCYCLE NOT IN CONDITION TO START**

At the start of a Stage or of a Selective Section, if the Technical Stewards/ Technical Director note that a motorcycle is in a condition which is incompatible with normal use, they must immediately inform the Clerk of the Course, who may call for its condition to be rectified.

In this case, the time taken, in minutes, to perform the work shall be considered as so many minutes of lateness recorded over a Road Section. In order to

prevent the competitor from trying to make up his lost time after the repair, the latter shall be given a new starting time, provided that the TC is not closed.

## ON-TIME LIMITS

Time limits are set throughout the day stages.

If a competitor exceeds the given time limit at CP or TC, he is considered out of race on a given Stage and Maximum time penalty applies.

The time limit(s) may be modified by the organizers at any time upon proposal to the Race Director, especially if the delay has come from a CP or TC before the middle of the race. Meaning the delay in the first TC cannot be over 30 minutes, over 1 hour for the second TC, etc.

SSVs that exceed these times in a Stage, can start the next Stage, with corresponding penalties from the stage that was not completed.

## CLOSING OF THE PASSAGE CONTROL

All passage controls will be opened the whole time until the time, predicted for the last rider to enter the stage to finish the ride, has passed.

# **SIGNALISATION**

Stage terrain signalization will be announced on these web pages shortly before the start of the Rally and will be explained at the briefings.

# **ASSISTANCE AND TOWING**

## **GENERAL**

The vehicles and personnel intended to provide technical assistance to competitors must pass through the administrative control and be identified. They are hereinafter referred to by assistance category.

Assistance and towing of a competitor still in the race can be done only by vehicles/persons officially entered in the race or in the Assistance category. All racing vehicles, once they have abandoned the race and therefore have crossed their number plates and race numbers can be considered as assistance vehicles, if authorized by the race direction. All infractions of the assistance regulations will incur penalties up to and including disqualification from the race.

A competitor is responsible for his assistance and/or mechanic. Any irregular behavior of the assistant and/or mechanic during the event (verifications, liaison, authorized assistance area, parc-ferme, paddock, etc.) will result in a penalty for the competitor.

# AUTHORIZED ASSISTANCE

## 1. In Selective Sections:

Assistance and towing are authorized even to cross the finish line, without any penalties, only by the crew of a car, bike or a truck officially entered in the race, and still racing.

A vehicle in the Assistance category can work on a Selective Section only after approval of the race direction and after the closure of the control at the end of the Selective Section. The competitor who benefits from this assistance will be penalized 3 hours for towing and/ or assistance + Sporting Penalty (SP) + Maximum time of the Selective Section + Allotted time of the Road Section not done + the value of all waypoints not validated.

## 2. In Liaison:

During starts and finish of the Selective Section as well as in the road section, assistance is allowed. Vehicles in the Assistance category and their crews can work on motorcycles.

During a Marathon Stage the assistance is authorized only: before the departure and on the road section of the departure of day 1 as well as on the arrival and the finish of the road section of day 2. If the assistance is done anywhere else, the competitor will be penalized with 6 hours.

The transport or towing of motorcycles in a Road Section will result in a penalty of three hours unless exceptionally authorized by the Supplementary Regulations or the Jury.

## 3. At the bivouac:

The assistance is allowed:

By the crew of a car, a motorcycle or a truck officially entered in and still in the race, by the vehicles and their crew in the Assistance category.

After having checked in at the time control at the end of the Stage, competitors (or persons entered as assistance in the same team) may take their motorcycle out of the bivouac for refueling, to go to a hotel or carry out technical tests, within a radius of 15 km from the bivouac. For these tests, the Satellite Tracking System must be switched on.

#### 4. At the bivouac, after the start of a Selective Section

Once a machine has started a Selective Section, assistance at the bivouac is allowed if the return of the rider with his machine to the bivouac is not done by taking the Rally Route in the opposite direction.

If the track is a narrow single track, then any return in the opposite direction of the race is forbidden under penalty of disqualification.

In case of open off-track, for safety reasons and in order not to be on the wrong track, the rider will have to deviate from the tracks to return to the bivouac, without incurring any penalty.

## **FORBIDDEN ASSISTANCE**

The following are forbidden, and penalties up to and including disqualification can incur:

1. The transport of parts and/or personal items and equipment or assistance, transport or towing by a vehicle and/or a person other than a car, motorbike or truck officially entered in and still in the race or as vehicles in the Assistance category and their crew.
2. The stocking or dropping of spare parts, tools, personal effects, fuel throughout all the countries crossed by the Rally.
3. All assistance in an enclosed place, closed or guarded, even if this place is situated within the area of the bivouac. A tent is not considered as an enclosed place.
4. The presence of a vehicle from the Assistance category on the route of a Selective Section.
5. During a stage with several Selective Sections, the assistance is prohibited at the start, finish and road sections of the intermediary specials. Only assistance from the first Selective Section and the arrival of the last Selective Section will be allowed.
6. During a refueling in a Selective Section, assistance before, during and after the refueling is considered as an assistance not as refueling and it will be penalized accordingly.

## **HELP IN CASE OF ACCIDENT**

In the event of an accident, the Jury may award time back to a competitor who has stopped to help another injured competitor. This awarding of time is at the sole discretion of the Jury.

To prove that they helped in an accident, the competitor is required to gather evidence(s) and submit it to the organizer.

Unjustified stopping in the area of the accident will not be rewarded with subtraction of the time spent.

## **SAFETY**

### **SAFETY RULES**

All riders are required to strictly follow these safety rules:

1. Tracking and safety devices that will be used on Dinaric Rally are obligatory for every rider. Every rider is obligated to use Safety devices as per instructions they will be given before the rally start including:
  - Overtaking communication
  - Technical issues, accidents and injuries reporting (without delay) to the organization
2. all riders are required to navigate exclusively by the navigation system prescribed for the class they compete in and navigation type they chose (e.i. Paper Roadbook or Digital Roadbook).
3. all riders are required to have a functional mobile phone and first aid kit with them throughout the race.
4. except during the service of the motorcycle, in the base, the following rule applies: when his engine is running, the rider must have his helmet on!
5. transport of fuel in any other way but in fuel tanks designed for this purpose is forbidden.
6. transport of objects, spare parts, tools... which may cause injuries to a competitor in the back pack, belt or similar, is forbidden.
7. any rider's behavior that may adversely affect the safety of other participants and / or third parties will be severely sanctioned.
8. riders are required not to ride if they have health problems.

Failure to follow the above rules will result in the rider not being allowed to start the stage.

If necessary, for safety reasons, the organizer will also try to establish communication with riders via mobile phone.

## **GENERAL SAFETY INSTRUCTIONS**

Throughout the event, participants are required to follow the organizer's and staff's instructions.

The organizer explicitly requests that the participants accept and follow all given instructions.

Excessive consumption of alcohol and any use of drugs and other illegal substances is prohibited throughout the whole event.

It is in the personal interest of the rider as well as the interest of other participants that everyone adheres to these instructions. In case of violation of the safety regulations, the organizer reserves the right to exclude any rider from further participation in the rally.

Mental and physical fitness are essential for attending this meeting.

The participant is obligated to inform the organizer about any health issues.

It is forbidden to start a rally under the influence of alcohol, drugs and other narcotic and/or illicit substances.

Each participant must be aware of and accept the following facts:

- The Dinaric Rally is held in remote and sometimes difficult to reach areas, sometimes it involves riding through rough terrain under unpredictable weather conditions and varied route conditions. Taking this in consideration, there is limited availability for assistance in the event of any accident or distress.
- The riding speed must be adapted to the conditions on the terrain, the physical fitness and the skills of the rider, all with the aim of maximizing the overall safety of the rider and all other participants of the rally.
- Wrong assessment of one's own capabilities and lack of experience, damage to vehicles as a result of an accident or mechanical wear and tear, unsportsmanlike conduct and neglect of safe riding advice are the most common causes of accidents, injuries and sometimes death.
- The participants themselves are responsible for the control of their vehicle before the start of the stage.
- Each participant should take into account their current state before starting the stage.
- As always, it is important to avoid unnecessary risk.
- The length of the rally and the long daily route leads to inevitable concentration problems.
- In case of any health problems or concerns, participants must inform the organizer on time about his/her physical condition.
- Wearing a helmet is obligatory for the category Motorcycle and Quad as well as using a seat belt for the category Quad.



- All parts of the vehicle must be permanently mounted or secured in a way that doesn't endanger participants and spectators.
- Even with the greatest efforts of the organizer and with the help of local municipalities, the Ministry of Transport and all others involved – the route can NEVER be 100% closed to "public" traffic!!!
- Despite all the efforts, it is impossible to ensure that a domestic animal, forest ranger, or drunk local riding a tractor in the opposite direction won't appear on the route. You can never be sure that an unexpected surprise will not appear behind the next curve or hill.
- By making a detour from the route, the rider may find himself in a restricted or dangerous area.

The organizer kindly asks all participants to pay maximum attention to their own safety and security, the safety of the participants of the rally and everyone present!

We especially kindly ask all participants to pay attention to the safety of young children, observers, domestic animals and all other living creatures and nature of the Dinarides!!!

The organizer also emphasizes that there is a risk of LANDMINES in certain areas of Croatia (and in the Balkans). Participants will be promptly informed and alerted to any suspected mined areas near the route.

Riders must be aware of the situation on the terrain before starting the stage and are personally responsible for requesting all information if they feel they have not been provided with them at the regular briefing.

## **MEDICAL ASSISTANCE**

During the entire event, the following will be available to all riders and participants:

- An ambulance tent with doctors and first aid medical equipment permanently located in the Bivouac.
- Ambulance vehicles
- Safety vehicles with SAR professionals, paramedics, doctors and medical technicians on the route(s).
- Quads on the route
- 4×4 vehicles on the route
- Backup Search and Rescue team on demand.

Two way communication Safety devices enable sending simple and effective S.O.S. and assistance requests from any place on the route (or off the route).