



RALLY REGULATIONS

"SWANK RALLY DI SARDEGNA CLASSIC" 2024

Rally Group and Experience Group

Art. 1 - Definition

The "Swank Rally di Sardegna Classic" 2024 is a regularity motorbike event, registered with the Italian Motorcycling Federation in the Scrambler and Maxi enduro calendar, reserved for motorbikes in conformity with the Highway Code of the enduro, two-cylinder, scrambler, historic type, which takes place on routes open to traffic, also with natural surface, with selective sectors only for the Rally Group. Participants are divided into. 2 Groups and 4 categories:

Art. 2 - Eligible drivers - Licenses

Group Rally Cat. R1 - R2 - R3: Competitive Activity
European riders must be in possession of national off/road license and Start permission from their home Federation valid for the current year.

Group Experience Cat. E1: Not competitive Activity
For foreign riders, it is compulsory to be a member of an Italian motorbike club affiliated with the Italian Motorcycle Federation (FMI), to be in possession of the "Member" card together with a medical certificate of "good health to practice sports" in original, valid for the current year.

Art. 3 Groups - Categories

Group "Rally" Categories R1, R2, R3, run the itinerary in compliance with the CDS, with a selective self timed section, traced on cart roads and paths mainly inside forestry sites.

Cat. R1 "Historic Motorcycles", competitive.
Enduro-type, scrambler, multi-cylinder and specialist motorbikes, registered before 31/12/1999.
Road Book navigation method.

Cat. R2 "Modern Bikes", competitive.
Modern single-cylinder, scrambler and specialist motorbikes registered after 31/12/1999.
Road Book navigation method.

Cat. R3 "Twin-cylinder motorbikes or more", competitive.
Multi-cylinder motorbikes registered after 31/12/1999.
Road Book navigation method.

Group "Experience" Categories E1 tourist, open to all dual, off-road and specialist motorbikes.

Touristic activity on roads and routes open to traffic, in compliance with the CDS.

Cat. E1 Off-road, maxi enduro and scrambler motorbikes.

Choice of navigation method between GPX track or Road Book



Art. 4 - Programme

The event, structured in No. 5 stages, will take place from 11 to 15 June 2024. according to the following programme:

PROGRAMME

Tuesday 11 June

Golf Club Villa Carolina - Capriata d'Orba (Alessandria):

08.30 - 12.30: Sports and technical checks

12.45: Briefing

14.30: Start of 1st stage Km 100 approx and 1st special stage/prologo

16.30: Arrival of first competitors at the port of Genoa - Landing for Sardinia

Wednesday 12 June

Approx. 08.00: Disembarkation in Porto Torres

09.30: Departure of 2nd stage Porto Torres - Arborea Km. 300 approx.

Thursday 13 June

08.00: Departure 3rd stage Arborea - Arborea Km. 180 approx.

Friday 14 June

8.00: Departure 4th Stage Arborea Gavoi - Sa Itria Km. 200 approx.

Saturday 15 June

08.00: Departure 5th stage Sa Itria - Marina di Sorso Km. 220 approx.

14.00: Arrival first pilots in Marina di Sorso

18.00: Embarkation from Porto Torres to Genoa

Sunday 16 June

08.00: Landing in Genoa

Art. 5 - Motorcycles admitted

Motorbikes entered must be registered, insured, serviced and in perfect working order. Exhausts must be of homologated type as well as tyres (motocross tyres prohibited). It is required to display three adhesive plates supplied by the organiser, one on the front and one on each side of the motorbike bearing the competition number, the event logo and sponsors. The background colour of the number plates of the 2 groups will be different. The race director may not accept or exclude from the event any motorbikes that do not comply with the above rules.

Motorbikes must be equipped with 1 mat 200 X 80 cm, on which to park the motorbike.

Art. 6 - Clothing

Each rider must be equipped with suitable technical clothing, including an homologated helmet, gloves, trousers with knee pads, off-road boots, back protector and/or technical jacket with protections. The organiser/race director, for safety reasons, may not accept and exclude any driver not wearing the required technical clothing.

Art. 7 - Running of the event - route

A) The route of the event takes place on tarmac and natural roads, open to normal traffic. These sections shall be travelled in compliance with the Highway Code. with the possibility of refuelling at petrol stations indicated by the organisers. The range of motorbikes required is 130 km.



B) For safety reasons and the management of rescue and recovery services, participants have a maximum time for the various sectors of the route, calculated at an average of less than 40 km/hour, to which a tolerance of 1 hour shall be added.

C) Participants must follow the route of the event by following the indications in the road book or GPX track.

D) The routes indicated by the organisation are compulsory.

E) It is absolutely forbidden, under penalty of exclusion from the event, to use roads not indicated in the road book and the track provided by the organiser.

F) Along the route, passage control points may be established, also by means of satellite tracking.

Along the route, at a maximum interval of 90 km, there are intersections with asphalt roads, to allow participants who do not feel able to complete the route due to physical fatigue or mechanical failure, to reach the stage finish directly. In the event of non-completion of the route, the competitor must reach the stage finish, following the shortest road open to normal traffic, notifying the organisation in advance.

G) It is strictly forbidden to drive along stretches of beaches, dunes, backdunes or other routes not open to normal road traffic.

H) The competitors will start at the beginning of the day as follows: Rally Group at intervals of 2 drivers every minute, Experience Group at the end of the rally group at intervals of 3 or 4 drivers every minute. In the prologue the rally group will start according to the assigned number, in the following stages according to the position in the general classification, updated after the previous stage. The Experience group will start in all stages in number order, after the rally drivers.

I) Along the route, for the Rally group, there will be during each day a selective sector valid for the day's classification and the final classification, drawn on roads and paths for which the closure to traffic is requested.

However, the organisers cannot guarantee that no vehicles or people will be found along the special stages, so participants should drive with due care. These stretches are supervised by personnel appointed by the organisers and by doctors and medical personnel with ambulances, 4 X 4 medical cars, all in radio connection.

L) The final classification of categories R1 - R2 - R3 will be drawn up by the organisers as the sum of the times of the prologue and the selective sectors, added to any penalties incurred by the participant during the event.

M) Along the whole route of the event, there will be a medical emergency service, both on and off-road, and a driver and vehicle recovery service in case of breakdown.

N) A briefing will be organised every evening, during which details of the following stage, changes to the programme or route, etc. will be announced. Participation in the briefing is compulsory for all participants, under penalty of exclusion from the following stage.

Art. 8 - Running in the opposite direction to the event route

The following penalties shall apply to any participant who, for any reason, uses the competition route in a direction opposite to the intended direction of race (infringement ascertained visually by course officials or by recording the Gpx track):

A - driver travelling in the opposite direction exceeding 30 km/h a penalty of 10 minutes shall be applied;

B - driver who rides a section in the opposite direction exceeding 40 km/h a penalty of 30 minutes shall be applied;

C - driver travelling in the opposite direction exceeding 50 km/h exclusion from the event.

D - With reference to the present article, the Race Director has the faculty to evaluate particularly dangerous or incorrect behaviour concerning the above-mentioned cases and to apply further penalties provided for in the R.M.M. "Disciplinary Penalties and Fines".



Art. 9 - Selective Sectors Controlled speed

A) Selective sectors consist of observed sections where the competitor records his own time.

B) The organisers will take all necessary actions to make the track of the selective sectors safe.

Organisation however cannot guarantee the total closure to traffic of these sections.

C) No claim or recourse may be made in this respect.

D) Within these sectors, sections subject to Controlled Speed may be defined (satellite controlled by the organiser). These sections, although within a selective sector, are to all intents and purposes to be considered as transfer sectors open to vehicular traffic, during which drivers are obliged to respect the Highway Code and not to exceed the maximum speed indicated by the organiser. Exceeding the maximum speed in controlled sections will be penalised up to exclusion from the event. **This rule also applies to drivers in the Experience group.**

E) The non-performance or cancellation of one or more Selective Sections, due to a decision of the Steering Committee, does not affect the validity of the competition.

F) In the event of a prolonged stop before the start of the Selective Section, due to a delay in the start of the same, or to the suspension of entries to the sector due to emergencies, at the restart the order of departure of the stage will be respected. In any case, drivers must comply with the instructions of the track officials present on site. Failure to comply with the instructions and/or an early start will result in the application of a penalty of 5 minutes. Participants in the Experience group, having arrived at the start of the special stage, must wait for the last competing participant to finish the stage, after which the road will be reopened to normal traffic and they may resume the route.

Art. 10 - "Gentleman Rally" Formula - Self-timing - Classifications (Rally Group only)

The "Gentleman Rally" formula, in order to dilute the competitiveness of the event, foresees that the selective sectors are self timed, directly by the driver.

The start and end of the selective sectors will be marked on the road book and GPS track and signposted along the route by special signs. Synchronised satellite clocks will be placed on site, from which competitors will be able to detect their entry and exit time from the sector. In the specific, the driver, once he has arrived in the vicinity of the start of the selective sector, will decide the time at which to start and will write it on his time card. At the end of the time, which can be seen on the organisation clock, the driver will be allowed to start.

At the end of the selective sector, the driver must stop briefly near the end-of-trial sign, note his arrival time on the organisation clock, move immediately to the appropriate table, so as not to hinder the arrival of the other competitors, where he will stop and write his time on his time card. (See attached diagram)

At the end of the stage the driver will hand over the schedule to the organisers, who will draw up the day's rankings and update the event's overall rankings.

The entrance and exit of the selective sectors will be control by the Swank Rally staff, who will carry out parallel timing verification (See enclosed diagram).

At the end of each stage, the race numbers of 5 competitors from the top 20 finishers of the stage will be drawn. These competitors will be checked for correspondence between the time marked on the time card and the time recorded by the organising staff, with a maximum tolerance of 3 seconds.

Irregularities will be penalised as in art. 12. In the event of a same time, at the end of the event, the driver who has set the lowest time in the last selective sector will be considered the winner.

Art. 11 - Speed Chart

Each participant, for each day of the event, will be given a time card indicating:

- Competitor number
- Start time for the day



- Maximum start time selective sector
- Maximum finish time at the end of the stage
- Free field in which the driver must note the entry and exit time of the selective sector (only for group "Rally")
- Space for affixing stamps for passage controls
- Any loss or non-delivery of the time card at the finish of the stage will result in the imposition of a flat-rate penalty.

Art. 12 - Penalties

- A) Anticipation or delay at the start of the stage: 1 minute for each minute or fraction of a minute, with respect to one's own starting time.
- B) More than 30 minutes' delay exclusion from the stage of the day and application of the flat-rate penalty in addition to the time of the last classified in the PS.
- C) Time control at the end of the stage: exceeding the maximum time indicated by the organisation, flat-rate penalty.
- D) Non-completion of the race route, or failure to pass a designated passage control, flat-rate penalty
- E) Failure to pass at the start or end of the selective sector, flat-rate penalty to be added to the time of the last competitor in the stage, regularly classified.
- F) Discrepancy between the selective sector time, recorded by the competitor on his time card, and the time recorded by the organisation, 10 seconds penalty, for each second less than the official time.
- G) Failure to comply with the instructions of the personnel in charge of the selective sector and/or early start, penalty of 5 minutes.
- H) Loss or non-delivery of the time card at the stage finish: flat-rate penalty + last competitor's time in PS.
- I) Driver driving a section of a selective sector in the opposite direction exceeding 30 km/h penalty of 10 minutes;
 - driver who drives a section of a selective sector in the opposite direction exceeding 40 km/h 30 minutes penalty;
 - driver running a selective sector section in the opposite direction exceeding 50 km/h exclusion from the event.

L) Exceeding the speed limit in speed-controlled sections: (Penalty also valid for participants in the Experience category)

- . up to 10 Km hour 5 min (50 euro per Experience).
- . from 11 to 30 km/h 10 min (100 euro for Experience)
- . Over 30 km/h exclusion from the stage (200 euro Experience)
- . 2nd controlled speed over 30 Km hour exclusion from the event

With reference to this article, the Race dyrectore has the right to assess particularly dangerous or incorrect behaviour concerning the above-mentioned cases and to apply further penalties provided for in the R.M.

"Disciplinary Penalties and Fines

M) The value of the flat-rate penalty is h.1

In determining the time to be added to the flat rate penalty, when foreseen, if the time of the last classified in the special stage is particularly high, it will be the right of the race dyrector to consider a time among the last classified considered to be congruous.

Art. 13 - Use of mobile phones and navigators (Group Rally)

It is forbidden to mount mobile phones or satellite navigators on the handlebars or in any other position visible to the driver, under penalty of a flat-rate penalty.



Controls may be carried out by the race director and authorised personnel at the start and end of selective sectors and along the entire route.

Art. 14 - Team ranking - Rule

Each team must register during the preliminary operations for the Team classification.

A) A team may consist of a minimum of 3 and a maximum of 4 drivers and may belong to either Group E or Group R.

A) A driver may only be entered in one team.

C) At the end of the rally a classification will be drawn up by adding up the points gained by the three best drivers of the team in the respective categories, with the possibility of a discard in teams of 4 drivers. Teams that do not have at least one driver with points at the end of the rally will not be ranked. In the event of a tie between two or more teams, the points of the discarded driver will be taken into account to define the ranking and to assign the points. If there is no or a further tie, the driver with the best placement in the respective 3 categories will be considered.

Prizes will be awarded to the first 3 classified teams.

SCOREPOINTS

The following points will be awarded on the basis of the final category classification, which will be added to those of the drivers entered in the Precision Trophy classification.

1st Classified Points 25	2nd Classified Points 22
3rd Classified Points 20	4th Classified Points 18
5th Classified Points 16	6th Classified Points 15
7th Classified Points 14	8th Classified Points 13
9th Classified Points 12	10th Classified Points 11
11th Classified Points 10	12th Classified Points 9
13th Classified Points 8	14th Classified Points 7
15th Classified Points 6	16th Classified Points 5
17th Classified Points 4	18th Classified Points 3
19th Classified Points 2	20th Classified Points 1

Art. 15 - Garmin Precision Trophy (Experience Group)

The ability to find one's way around is the basis of the pleasure of driving at the Swank Rally of Sardinia; to give the Experience category a competitive edge, too, prizes will be awarded to drivers who have distinguished themselves for navigational precision.

The rules:

- 1) The Precision Trophy is reserved for participants enrolled in the Experience group, who will ride the soft itinerary and rewards those who ride the total mileage of the rally, closest, in excess or in defect, to that of the official track provided by the organisers.
- 2) Motorcycles must be equipped with a non-adjustable odometer kilometre counter. Participants must present themselves at the start of the first leg with the odometer set to this function. The person in charge of the start/finish line will take note of the indicated mileage and will verify that the odometer is in operation and not adjustable.
- 3) Counts will be processed using the motorbike odometers.



4) At the end of the last stage, the winner will be the one who has covered the total mileage closest to the official mileage. Prizes will be awarded to the top 3 overall finishers.

5) The score of the Precision Trophy classification will also be valid for the Team classification of the Swank Rally di Sardegna, together with the scores gained by the other participants of the team, in the Rally classification.

Art. 16 - Complaints

Complaints may only be submitted to the race director and only in written form, within a maximum of 30 minutes after the display of the day's classifications. Each complaint may only contain a single argument and/or a single irregularity complained of. To be accepted, the protest must be accompanied by the payment of the fee according to the current RMM.

A protest submitted cannot be withdrawn for any reason whatsoever. Once 30 minutes have elapsed since the display of the classifications, in the absence of protests, the classifications may no longer be modified.

Art. 17 - Behaviour/safety rules

Drivers are obliged to comply with all the rules and laws in force with particular reference to compliance with of the Highway Code. Any fines or penalties incurred during road traffic will be at the full expense of the participants. It is compulsory to respect nature and the places crossed, any passages on unauthorised routes or exceeding speed limits considered dangerous, may

Any passage on unauthorised routes or exceeding of speed limits considered dangerous may be sanctioned with penalties that may go as far as exclusion from the event, for facts considered serious by the Race Director. The organisation provides a "path-breaker" and "path-closer" service in addition to a roadside assistance service to recover any drivers and their vehicles that have broken down. Stalled drivers and vehicles will be transported to the finish of the day's stage, after which their transport will be the responsibility of the competitor.

Art. 18 - Medical Assistance

The organiser shall set up a medical plan with the Race Medical Officer, ambulances, 4 X 4 rescue vehicles, doctors and medical personnel, who will be present throughout the event.

In the event of an injury and/or fall of another participant, on the route of the event, each rider is obliged to and/or stop to ascertain the extent of the accident and if necessary to call for assistance as described during the briefing. Failure to provide assistance or to report an accident, if verified, may result in penalties up to and including disqualification of the pilot.

Art. 19 - Interpretation and completion of the Regulations

For all matters not covered in these Regulations, the rules in the current Motorcycling Regulations shall apply.

Art. 20 - Entries

Entries will be open on 08/01/2024 and the number of participants in the rally may be limited by the organisers. All amounts indicated are VAT included.



PILOT

Early Ride Registration: € 1.300,00 from 01/01/24 to 28/02/24

Standard Entry: € 1.500,00 from 01/03/24 to 19/04/24

Last minute registration: € 1.700,00 from 20/04/24 to 10/05/24

Special rate for historic motorbikes: entrants in the R1 category are entitled to a discount of € 200.00 on the above rates.

It will be the organiser's right to limit the number of participants

Extra services:

- Forfait single cabin by ship A/R + single room in hotel 2 nights € 190,00

The registration fee includes

- Ferry A/R in shared double cabin. Dinner and breakfast on ship EXCLUDED
- Motorbike transport by ferry A/R
- 2 nights in a 4-star hotel with 1/2 board (excluding drinks at dinner) in a shared double room.
- Space to pitch your own tent during the night at the bivouac. (The tent and other necessities for sleeping the night at the camp will be the responsibility of the participant)
- Road book or GPX tracks of the route
- Medical assistance
- Motorbike recovery along the route, up to the stage arrival point. The transport of the person and the motorbike, from the stage arrival point to the port or other location, will be the complete responsibility of the participant.
- Transport of 1 soft luggage from the start to the stage finish (one piece max. 80x60x40 cm).
- Transport 1 tent and 1 sleeping bag from Genoa to the bivouac in Gavoi/Sa Itria
- Organiser's liability insurance
- Rally T-shirt
- Rally stickers for the bike
- Driver's bracelet (entitles access to the organisation's reserved areas)

Baggage

The organisation will transport one soft luggage of maximum dimensions cm. 80 X 60 X 40 for each competitor, marked with the coloured band with the name and telephone number of the owner, which must be handed in to the luggage van on Tuesday 11 morning, located in the ORG parking area.

Owners of luggage exceeding these dimensions will have to pay a fine of € 100.00, failing which the luggage will not be transported on return from Sardinia.

Luggage may not contain tools, oils, spare parts, tyres, but only clothing.

Luggage will be returned on the evening of the arrival of the 2nd stage at the hotel.

At the end of the event it will be returned at the landing in Genoa or, for those who request it, at the Villa Carolina golf club on Sunday morning

Backpack

On the first day, bring a rucksack with the necessary items for the night in your cabin on board the ship. This backpack can be returned to the organisation after disembarkation in Sardinia and will be returned, with the rest of the luggage to the hotel, at the end of the 2nd stage.

The organisation is not liable for any damage to luggage during transport.



The entry fee does not include

- Dinner and 1st breakfast on the ferry A/R
- Drinks at the hotel restaurant
- Surcharge for single room and cabin
- Any damage to luggage transported
- Anything not mentioned above

Additional Compulsory Costs

- Transponder rental: €. 50,00 to be paid in cash on the day of scrutineering
 - Transponder deposit: €.100,00 to be paid in cash on the day of scrutineering.
- The deposit will be returned at the finish of the last leg, upon return of the transponder.

ASSISTANT

Standard entry: €. 700,00 from 01/01/24 to 19/04/24

Last minute entry: €. 900,00 from 20/04/24 to 10/05/24

It will be the organiser's right to limit the number of assistants and their vehicles.

Extra services

- Forfait single cabin by ship A/R + single room in hotel 2 nights €. 190,00.

The entry fee includes

- Ferry A/R in shared double cabin. EXCLUDE dinner and breakfast
- 2 nights 4-star hotel in 1/2 board (excluding drinks) in shared double room
- Rally stickers for the vehicle (if entered)
- Rally T-shirt
- Race bracelet: gives access to the organisation and service areas, start, finish and along the route.

The entry fee does not include

- Dinner and breakfast by ferry A/R
- Drinks at the hotel restaurant
- Single room and cabin surcharge
- Any damage to luggage carried
- Anything not mentioned above

Assistance vehicle registration:

- | | |
|---|---|
| - Standard car: | €. 200,00 + vehicle transport fare round trip ferry |
| - Standard car + standard trolley: | €. 300,00 + vehicle transport fare round trip ferry |
| - Standard van: | €. 400,00 + vehicle transport fare round trip ferry |

Vehicle transport fare round trip ferry:

- | | |
|--|-----------|
| - Car: max. l. m. 5 - h. 2,9 | €. 250,00 |
| - Car with trailer: max l. m.7 - h. 4,2 | €. 350,00 |
| - Car with trailer: max l. m.12 - h. 4,2 | €. 400,00 |
| - Van: max. l. m. 7 - h. m. 2,9 | €. 350,00 |
| - Van: max. l. m. 7 - h. m. 4,2 | €. 400,00 |
| - Van: l. m. 7 to m. 12 - h. m. 4,2 | €. 450,00 |

Other dimensions to be quoted.

**Art. 21 - Waivers and Refunds:**

- Until 19 April, the entire registration fee will be refunded with a 10% deduction.
 - Until 10 May, the entire registration amount will be refunded with a 30% deduction.
- After this date, nothing further will be refunded.

Any cancellations and requests for reimbursement must be communicated by e-mail to info@rallydisardegna.it

ORGANISATION**Adventure Riding SRL**

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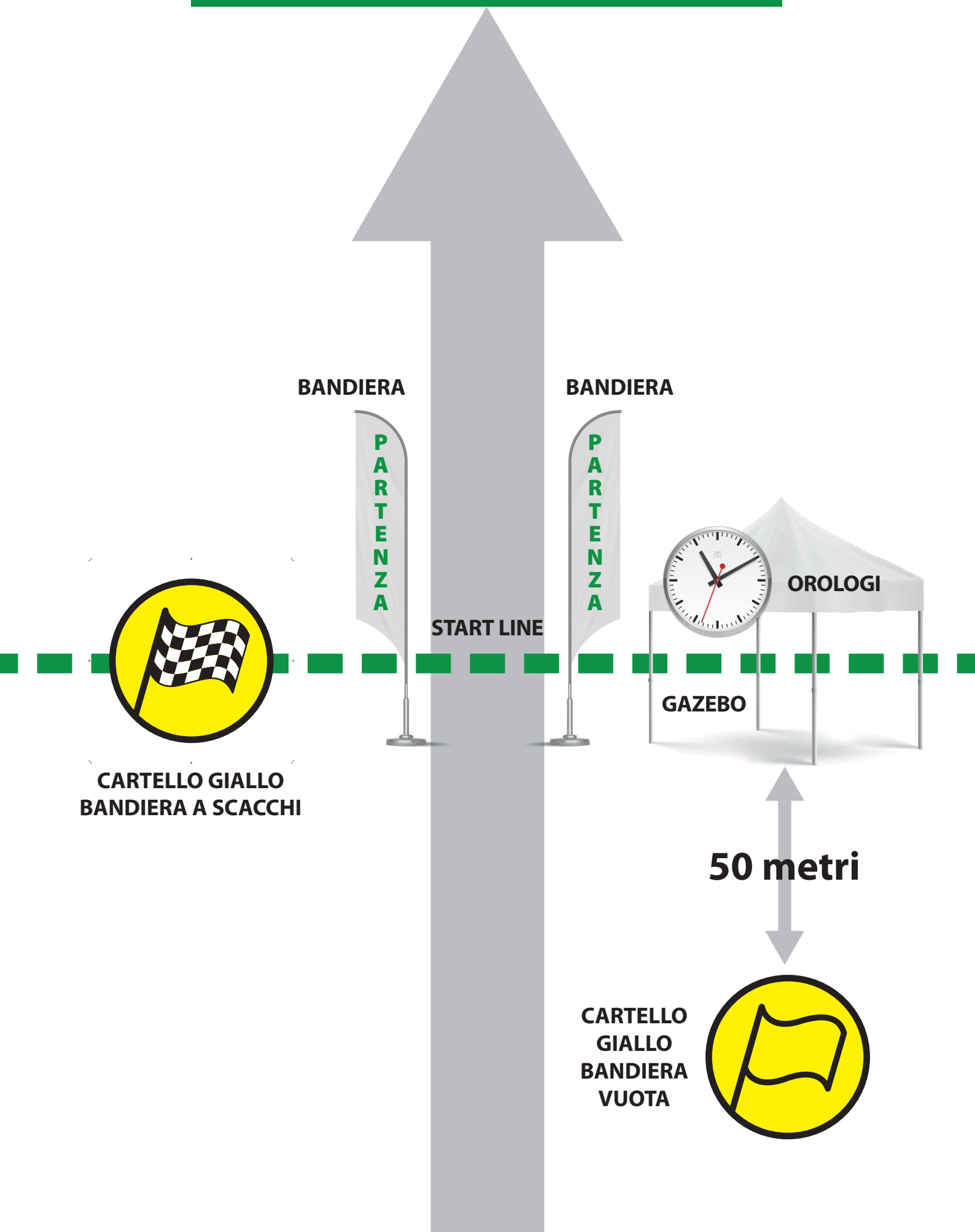
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Start SS



End SS



PARCHEGGIO MOTO



CARTELLO ROSSO
STOP

BANDIERA



BANDIERA



FINISH LINE



CARTELLO ROSSO
BANDIERA A SCACCHI

BIDONE
PER
SCRIVERE
I TEMPI



10/30 metri



OROLOGI

GAZEBO

100 metri

CARTELLO
ROSSO
BANDIERA
VUOTA

