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From: **The Clerk of the Course**
To: **Competitors / Team Members**
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Attachments: **0**

Welcome

On behalf of the FIA and Saudi Automobile & Motorcycle Federation, we would like to welcome you to another exciting chapter of the World and Middle East Baja Championships.

We wish you all a safe Rally.

This event comprises several events in one, (FIA/Auto, National/Auto, FIM/Moto, National/Moto).

In accordance with the regulations we will maintain a gap of 30 minutes between the last Moto and the first FIA Auto competitor except for the Qualifying Stage (QS). We will also maintain a gap of 15 minutes between the last FIA Auto Competitor, and the first National Auto competitor.

Road Sections and Selective Sections

The itinerary of the Baja is made up of Road Sections with a scheduled time and roads open to traffic. It is not allowed for any competitor to have his vehicle carried on a trailer on road sections as it is part of the competition and any violation of that will be reported to the Stewards.

The 2022 Saudi Baja Hail, is comprised of 2 Legs with 3 Selective sections.

Leg 1 has 2 selective sections, SS1A Hail, which is a Qualifying Stage of about 4 KM to be started immediately after the Ceremonial Start, and SS2B on day 2, Jubbah stage distance is 229 KM split into two parts, with a Refuel Zone RZ for T3 and T4 Competitors after 101 KM from the Start (the RZ is a Neutralisation Zone for the rest of the Competitors).

Leg 2 on Saturday the 12th of November, is also of one Selective Section which is split in two, with same conditions as Leg 1 in terms of RZ and Neutralization Zone. The Total distance of the Stage is 183 KM, and the Neutralization Zone is after 84 KM.

Any Competitor who is unable to complete the first part of a Selective Section (Start to Neutralization Zone), within the maximum time shown in the Itinerary, cannot start the second portion of the Selective Section. See Article 45.2 of CCRSR.

Competitors are reminded to abide by the posted speed limits on all road sections.

The overall distance of the Baja is 775.64 KM and the Selective Sections 416.85.71 KM or 53.74%

Navigation System

Navigation and Speed Control will be provided by ERTF. Complete instructions on the use of the system have been provided in the Supplementary regulations. If you need any assistance to further understand the system, let us know, we will be pleased to help.





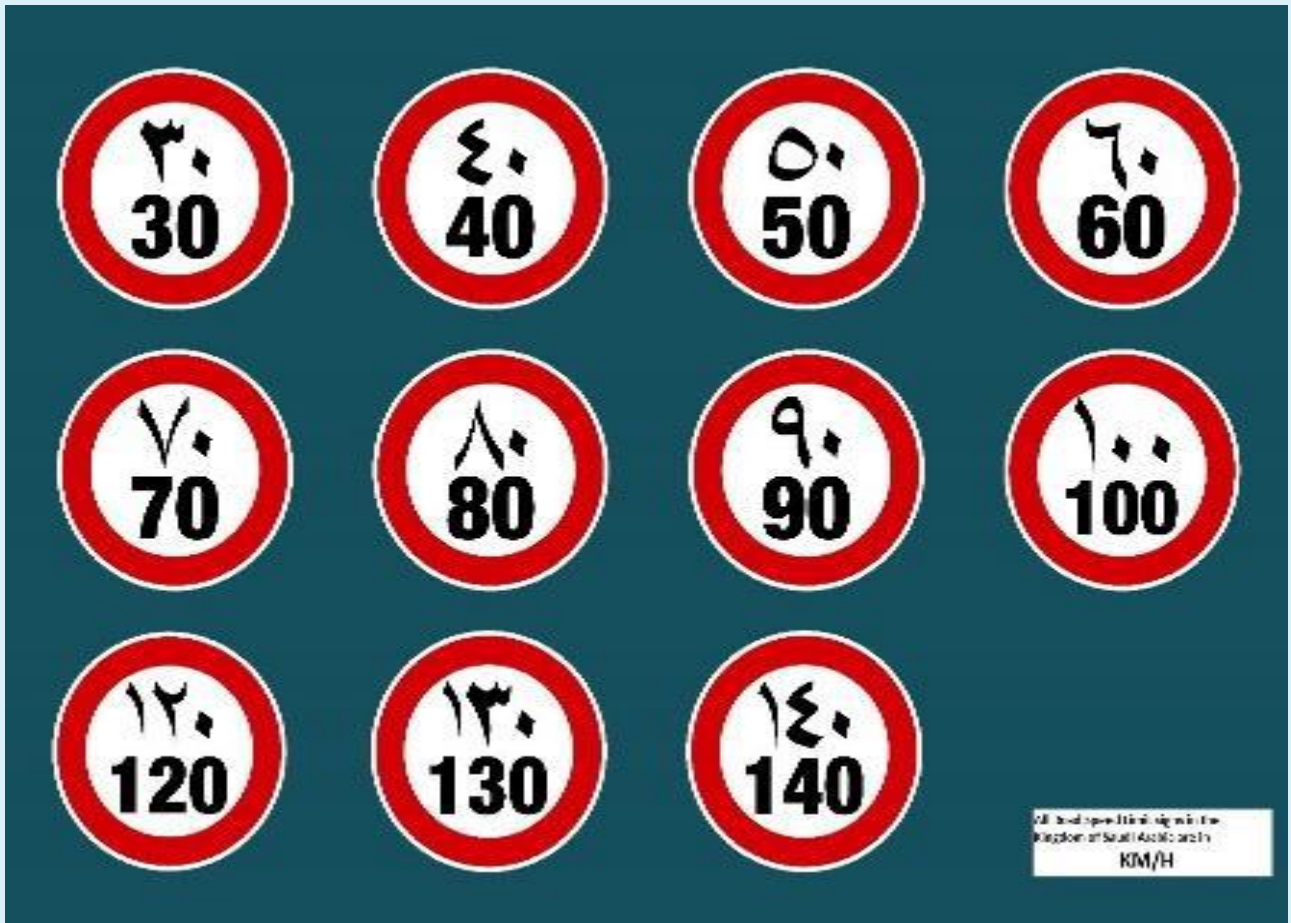
IT IS ESSENTIAL that the ERTF system is always RIGHT SIDE UP, do not attempt to move the unit, or flip it sideways, or upside down, if the unit is moved in any such way it will emit an SOS signal. Any false SOS signal will be penalized as explained later in this briefing.

An instructional video link has also been posted on Sportity explaining the use of the system.

Speed Control

It is essential to abide by the speed limits in the Road Sections (Liaisons), posted speed limits will be strictly monitored. Speed control zones which are mentioned in the road book on the liaisons will be treated the same as Speed Control Zones (DZ) in Selective Sections, in terms of fines and penalties, (refer to Article 37 of the CCRSR).43

For the avoidance of any doubt or misunderstanding in case of speed limit signs on the road which are in Arabic, we include below a table showing the Arabic/English equivalent of each speed.





MAXIMUM SPEED DURING THE EVENT

The maximum speed for the groups is as follows:

GROUP	MAXIMUM SPEED
T1	170 kph
T2	170 kph
T3	135 kph
T4	125 kph

It is the crew's responsibility to abide by this limit, with a tolerance of 3 kph.

The tolerance is applied only for the first two pulse signals with excessive speed within 10 minutes.

Any exceeding of the maximum speed during the event will be penalised according to Article 37.2.6. of the CCRSR.

Penalties and Fines

We are aware that financial penalties in local events in the past have been waived after the end of the event. We need to stress that is an FIA sanctioned event. Fines will ultimately be paid to the FIA, and therefore there will be NO WAIVER OF ANY PENALTIES OR FINES.

Road Book Notes, Waypoints.

Route terrain on Selective Sections:

Gravel/dirt tracks	10	%
Open desert	85	%
Dunes	5	%
[other surfaces]	0	%

Leg 1 Safety Type A,

Leg 2 Safety Type A,

Waypoints:

Refer to Article 43 of the CCRSR

Types of Waypoints used, WPM, WPS, WPP, plus way points for start and finish of Speed Control and Neutralization Zones.

- All WPM waypoints will open at a radius of 800 meters and will be validated in a radius of 90 meters
- All WPS way points will open at a radius of 1000 meters and will be validated in a radius of 90 meters (!!! WPS alarm will turn on in 300 meters radius)
- WPP waypoints will open at a radius of 100 meters and will be validated in a radius of 20 meters.
- Competitors must pass through all waypoints in chronological (ascending) order and is not allowed to drive back to get a previously missed waypoint.
- Some areas on the track may be marked by ribbons to direct the vehicles towards the safest track.





- Any amendments to the Way point List and Radio List will be available upon distributing the Road Book.

Total Number of WP SS1A about 11, 10 of which are WPP and one WPS

Total Number of WP SS1 B&C about 42.

Total Number of WP SS2 A&B about 44.

Notes:

SS1A Qualifying Stage

- Graded Track, total distance of 3.91 KM
- The Stage has wide and sharp turns. No shortcuts are allowed. Any attempt at shortcut will be observed and reported by the Marshalls.
- The stage will have 4 or 5 Radio Points. Competitors must pass between the two Radio Point signs. No need to stop but make sure to pass between the two boards. There will also be several judges of fact on the stage, so stick to the route.
- After the QS, all Cars are to return to the Service Park, distance about 24 KM.

NOTE: The route to and from the QS is common (two way Rally traffic), meaning that Competitors who have completed the stage will be returning via the same gravel route that they used to go to the stage, therefore take Caution and no speeding.

SS1B & C

- Up to KM 33.19 sandy, fast, pay attention to the danger areas mentioned in Road Book.
- Then up to 38.46, follow track, stay over crest.
- At KM 47.67, sandy, careful of getting stuck, dunes up.
- From KM 66.91 up to KM 76.3, twisty, between big dune mountains on both sides.
- From KM 82.41 up to KM 84.84, twisty, between big dune mountains on both sides.
- At KM 90.51, change direction 90 Left!!
- Before reaching KM 92.99, (about 300 meters), pass cement block.
- At KM 95, mountain dunes on your left, (about 6 KM).
- At KM 100, new farm, watch for Camels !!
- At KM 101.86 Neutralization/CP1/RZ, Speed Control!
- At KM 105, terrain changes to hard gravel, watch for Animals.
- At KM 112, watch for animals!
- At KM 114, watch for animals!
- At KM 119, end of hard gravel track. Change direction Right 90 !, not clear!
- At KM 122.42 Dunes, until KM 127, followed by fast hard gravel until KM 131.11
- At KM 131.11 rocky for 1 KM.
- At KM 135.36, change direction Right 90, not clear ! into soft dunes, heading towards communications tower.
- At KM 138.99 unclear, change direction Left 90, bad downhill, before communications tower, no road for about 13 KM.
- At KM 146.03, watch for Animals !
- At KM 153, new farm, watch for Animals !
- At KM 156.09, watch for Animals !
- At Km 166.15 until KM 167.86 !!! Dunes !!! careful not to get stuck in soft sand.





- At KM 173.54, common track between Friday and Saturday, until KM 191
- After KM 176.49 big dunes on the left for about 3 KM.
- At KM 196.85 Farm and tent shown in Road Book no longer there !
- At KM 198 !! Downhill !!
- From KM 198.53 until KM 205.19 hard gravel.
- From KM 208.29 until KM 213.35 hard gravel, then soft until KM 223.01
- At KM 219 Speed Control Zone.
- After KM 228.3 watch for camp on the left.

SS2A & B

Note: this track need attention and proper navigation, due to short distances between notes. Most of the stage is clear and well identified.

- Start on hard gravel, well identified and clear track.(about 12.5 KM)
- At KM 12.52 !! Left 90 !! unclear, pay attention.
- Then Dunes, grass, and soft sand. Until KM 18.73
- At KM 18.73, watch for Camels ! then soft sand
- At KM 21.58 Dunes
- At KM 23.74 watch for Camels !
- At KM 26.60 after hard gravel, about 1Km, new farm, Camels !
- From KM 35.31 to KM 51.18 over soft sand.
- At KM 37.12 downhill dune !!
- At KM 48.55 !! stay over crest !!
- At KM 52.72 stay on track !
- At KM 58.84 !! low bumpy road, watch for Camels !
- From KM 58.91 until KM 67.76 no road.
- At KM 76.65 watch for Camels !
- At KM 82.41 after 500m, new farm, watch for Camels!
- Neutralization Zone and RZ.
- After Zone, hard gravel about 10KM
- At KM 86.54, new farm, watch for Camels!
- From KM 91.16 gravel, until KM 93.3 needs proper navigation
- At KM 94.4 after about 500m, careful, uphill, very soft sand, careful not to get stuck!
- From KM 95.8 until KM 105.97 soft track.
- From KM 109.92 well identified track, soft and hard gravel mixed route.
- At 120.86 Right 90, not clear!

Procedure in Neutralization Zone:

- Waypoints: DN (start of Zone), FN (end of Zone).
- Competitors arrive and leave separated by the same interval.
- No servicing by external help is allowed except what is allowed in the SR.
- Speed will be monitored in the zone, and penalties will apply.
- Refueling is allowed for T3 and T4 Vehicles.
- There will be no TC before the start line of the following part. Having arrived at the end of the neutralization





zone (FN), the competing vehicle must stop and wait in front of the panel with the start symbol on yellow background, from where the vehicle may enter the validation radius of the FN waypoint 60 seconds before its individual start time and be driven to the start line.

Service Park:

- There will be one service park for the duration of the Rally, and it is located at Rally HQ – Millenium Hotel. Servicing the rally vehicles can only be done inside the service park.
- Access to the service park is only limited to Crew members/ team members, officials and Media representatives carrying the appropriate identification/accreditation (bracelet or badge).
- Inside the service park competitors are obliged to lay a groundsheet (a minimum of 1 meter longer and wider than the vehicle in running order), under their cars to avoid the discharge of liquids on the soil. Non use of the mat will be reported to the Stewards and penalties will apply.
- Garbage bins are available inside the service, please use them and keep the service park clean. Penalties will apply as stipulated in the Supplementary Regulations.

Ceremonial start location time and order

- The Ceremonial Start will take place at Magawath Park starting at about 14:00
- Competitors' Vehicles must be inside the pre-start holding maximum by 13:00
- FIA Cars will go on the Ramp first, followed by Bikes, then National Auto Competitors.
- After the ramp, competitors proceed directly to the Qualifying Stage Holding Area, just before TC(0)
- At the Holding Area, the Bikes and FIA Cars will be flipped, such that the bikes will start first, then after a 15 minute gap the FIA cars, then a 10 minute gap before the National Cars start.

Technical Zone

- There will be a Technical Zone at the end of Leg 2. Early arrival at the Technical Zone is allowed.
- Each Competitor must remain in the Technical Zone for 15 minutes.

Finish Ramp Procedure

- Podium/prize giving will take place on Saturday November 12th, 2022 at 19:30hrs at Maghawath Park.
- Holding Area will be setup on-site, competitors MUST enter the Finish Holding Area and follow Marshal's instructions.
- The holding area will be secured. Access is limited to Crew members and Media representatives carrying the appropriate identification/accreditation.
- For the Podium & Prize It is mandatory for both Crew members to attend.
- The prize giving/trophies will be given in descending order according to classification.
- It is mandatory for all crew members to wear their racing overalls, boots during the Finish Podium. Crews not complying with this will be reported to the Stewards.





Fuel/Refuel. (Time and venue)

- In the Service Park it is forbidden to refuel.
- Refueling is permitted only in the designated commercial fuel stations. For the purpose of assisting with the refueling procedure of their vehicle, in commercial fuel stations a team member may proceed with the payment but will have to stay away from the vehicle.
- Vehicles equipped only with FIA-specified refuel couplings and using fuel from commercial filling stations must transport the adaptor in the vehicle and show it at pre-event scrutineering.
- Engines must be switched off throughout the refueling operation and the crew must remain outside the vehicle during refueling, and it's forbidden to use mobile phones and radio communications while in the commercial fuel stations.
- The fuel stations authorized will be indicated in the competitor Road Book with "FUEL STATION".
- Detailed refuel list with the Type of fuel available is shown in the supplementary regulations, and repeated here below:
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***All Fuel Stations / Remote Fuel Locations will be shown in the Road Book, Full Details of the locations will be published in a Bulletin.**

Safety

- There will be on average 11 safety points in each stage and on an average of 19 KM apart, about 50% of them Radio Points. Stationed at the start of every stage & midpoints are the required FIVs' & Ambulances appropriately equipped, One doctor will be stationed at the start along with the SSO. All mentioned hospitals in the Safety plan are on alert.
- There are 2 sky safety helicopters (Med. Evac.) that will be staged on standby during the event. Rapid response will be provided according to the level of emergency. Each helicopter has a Doctor on board.

Fire Extinguisher system

- The fire extinguisher system is a major safety item to protect the crew in case of fire. It is essential for the driver's safety and safety is one of the major concerns by the FIA. Safety remains a key challenge and the FIA is committed to do everything possible to protect, amongst others, the drivers. In accordance with Art. 25.3.1 of the FIA Cross-Country Sporting Regulations, it must always be active (system armed) during the competition. During the competition means that the systems must be activated when leaving the service park, on road sections, on special stages and in the Parc Fermé.
- If the fire extinguisher system cannot be activated for any reason, especially because there is no battery in the control unit or the battery is empty, the scrutineers will refuse to allow the vehicle to continue and report the incident to the Stewards. A system without the necessary or empty battery will be considered as an attempted fraud and will be penalized accordingly by the Stewards.
- The FIA Technical Delegate and Scrutineers will check the status of the fire extinguishing systems during the competition and report any infringements to the Stewards. The Stewards, in general, will penalise the competitor with a fine of Euro 1000.-





Position Selection:

- The Position Selection process shall be held on Thursday 10 November at 20:00 as shown in the SR programme, and in accordance to Article 33.5 of the CCRSR
- This Selection Process shall apply to FIA Competitors only.

Other Information

- Driver and co-driver can take off the helmet in the neutralization zone while the car is in full stop.
- Any crew who needs a demo on the navigation system please contact the rally office.
- Wrist bands (Bracelet) is a must to be visible throughout the Rally.
- The service team must wear the arm bands when servicing the car
- The SS will not be marked by directional arrows. And some places will be marked by tape to avoided dangerous locations.
- COMPETITORS SHOULD BE AWARE THAT ANY FALSE SOS GENERATED WILL BE REPORTED TO THE STEWARDS AND WILL INCUR A FINANCIAL PENALTY IN ADDITION TO OTHER PENALTIES WHICH COULD GO AS FAR AS DISQUALIFICATION.

Clerk of the Course

