BRIEFING
WADI AD-DAWASIR – REFUGE MARATHON
13/01/2026



WADI AD-DAWASIR → REFUGE MARATHON

FIM	
ROAD SECTION A	119
SELECTIVE SECTION	418
ROAD SECTION B	4

FIA	
ROAD SECTION A	119
SELECTIVE SECTION	410
ROAD SECTION B	3

BIVOUAC 1ST DEPARTURE

FIM	FIA
05:55	06:25

DSS 1ST DEPARTURE

FIM	FIA
07:40	08:10



GENERAL INFORMATION

FEDERATION INTERNATIONALE DE MOTOCYCLISME

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The Refuge Marathon format returns for this second week, making it possible to split the motorcycle and car routes over the next two days. Although the routes are geographically close, the profile and pace will differ significantly between the two categories. The FIM route is generally fast. The first part will run through a few canyons before, after the neutralisation, moving into a much more open and faster section. For their part, the FIA competitors will cross more canyons, including one of the most spectacular of the rally, located after the mid-stage point. The common denominator between the two itineraries will be sand: present discreetly at the very start of the stage, but very soft in places, then appearing again at the end of the stage over a longer section, particularly for the riders.

Please note the presence of a CP before entering the dune sector at the end of the stage, set up in particular to prevent T5.2 vehicles from facing a tricky night-time passage and to ensure their arrival at the Refuge.



GENERAL INFORMATION

- KM DSS – 25: Very fast tracks and off-piste sections with a few dunes; pay close attention to the CAP.
- KM 25 – 40: Slower, rocky tracks with the presence of vegetation.
- KM 40 – 88: Fast to very fast tracks across plateaus, then the route drops back into valleys that can be rocky at times, with a few isolated hazards where the pace regularly alternates.
- KM 88 – 129: The track returns to plateaus with a few off-piste sections; navigation requires attention. The sector is very fast with vegetation present.
- KM 129 – 133: Difficult passage over a summit with ruts and a ravine.
- KM 133 – 190: Winding tracks through a wadi with vegetation, followed by a return to faster tracks.
- KM 185 – 250: Very fast tracks; watch out for the numerous tracks and CAPs. Neutralisation section.
- KM 250 – 265: Slower and rockier tracks, with some difficult sections and tracks that are less visible in places.



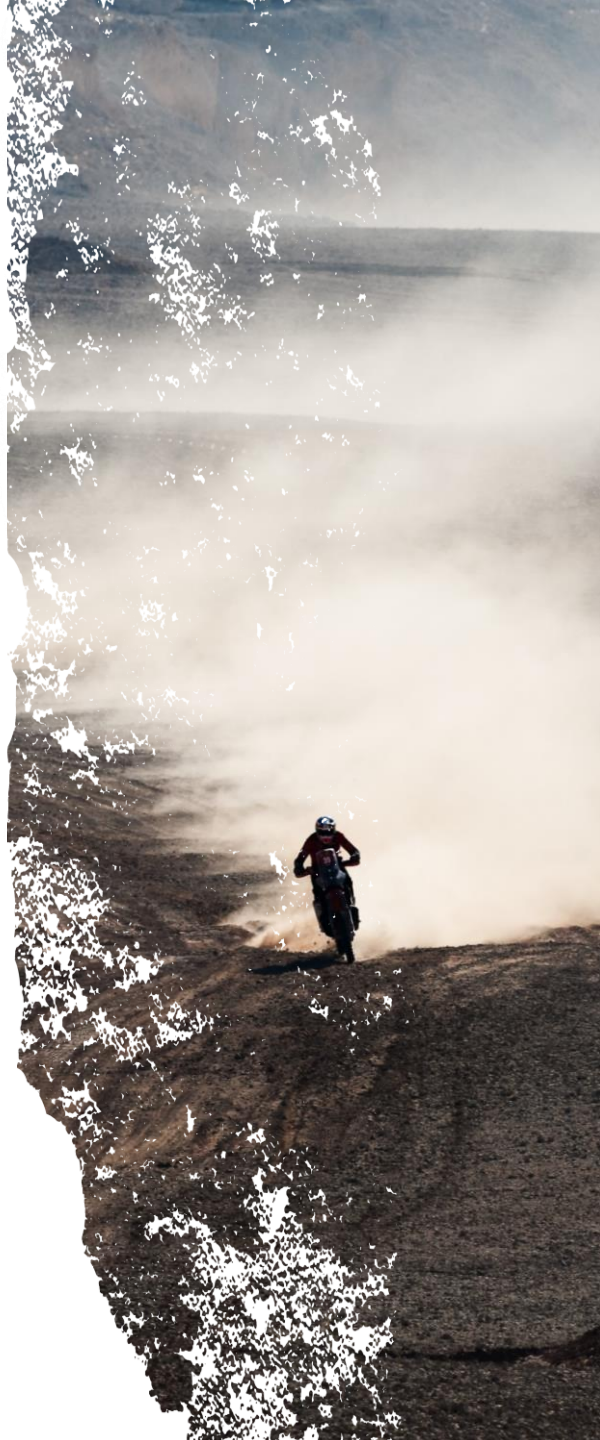
GENERAL INFORMATION

- KM 265 – 283: Very fast tracks.
- KM 283 – 290: Passage through a rocky canyon.
- KM 290 – 355: Fast to very fast tracks on plateau; CP1 passage.
- KM 355 – ASS: Alternating dunes and fast off-pistes sections.



VIGILANCE POINTS

- KM 128 to 130: Poor tracks, numerous Danger 2 zones!!
- KM 170 to 175: Numerous camps and animals.
- KM 213.08: Asphalt crossing in DZ30 without CP.
- KM 286 to 288: Poor track with numerous hazards.



GENERAL INFORMATION

- KM DSS – 24: Alternating fast off-track sections and a few dunes.
- KM 24 – 40: Winding rocky track; the pace quickly increases, watch out for undulations.
- KM 41 – 70: Slower, winding sandy tracks in the valley, then the route enters mountainous areas. A rocky, trial-like section lasting 5 km between the mountains; the track remains rocky with a few summits.
- KM 70 – 120: Sector alternating between winding rocky tracks of varying visibility, with a few wadi crossings.
- KM 120 – 135: Fast to very fast plateau.
- KM 135 – 183: Wadi crossings and passage between mountains. The track is rocky in places with the presence of difficult sections.



GENERAL INFORMATION

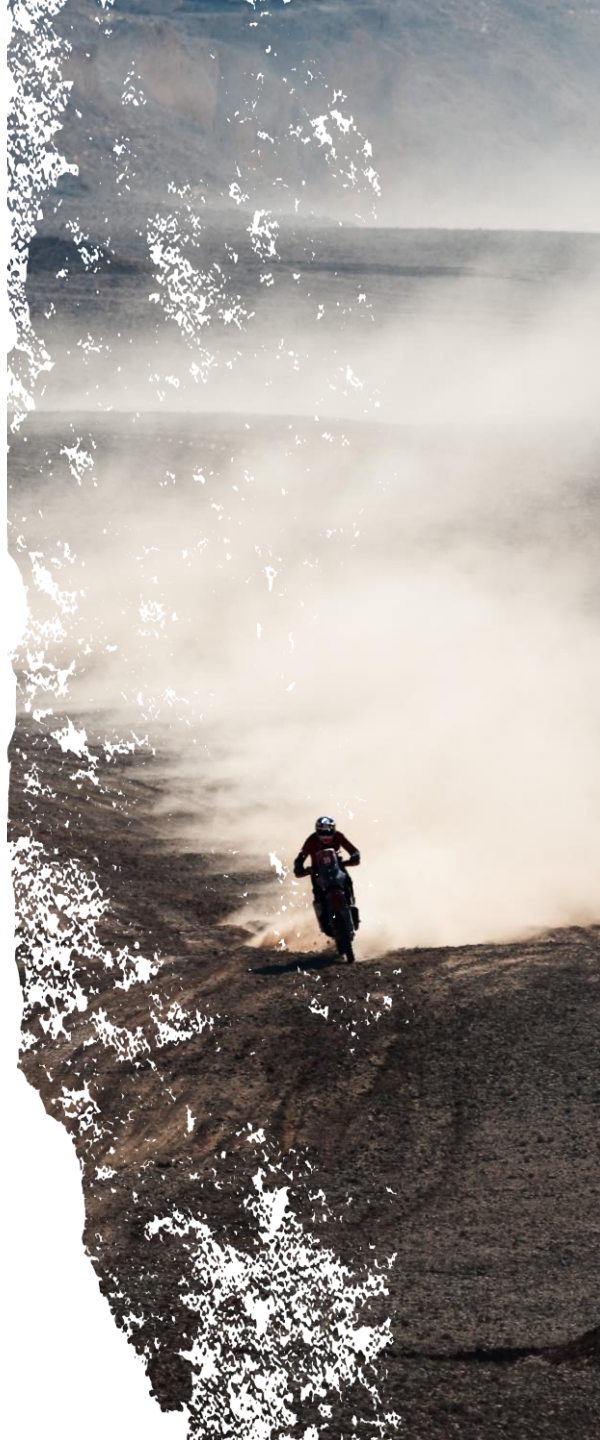
- KM 183 – 202: Caution, the route begins a transfer to rejoin your assistance at a Pit Stop, then immediately after exiting you enter the neutralisation shared with the FIM in order to carry out refuelling (SSV/CHG). The track then resumes at a high pace.
- KM 202 – 205: Crossing of a difficult, sometimes narrow canyon with a few hazards.
- KM 205 – 252: Faster tracks alternating between canyons, mountains, and plateaus.
- KM 252 – 260: Crossing of a very beautiful sandy canyon.
- KM 260 – 350: Fast to very fast tracks, generally open across plateaus.
- KM 350 – ASS: CP1 allowing T5.2 vehicles to bypass the final sector without stage penalty. A paper roadbook will be distributed. For the other crews, dune sectors and fast off-track sections all the way to the finish.



VIGILANCE POINTS

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- KM 56.3: Difficult rocky section.
- KM 196.35: Asphalt crossing in DZ30 without CP.
- KM 285.58: Narrow rocky passage (T5!).
- KM 285.95: Narrow rocky passage (T5!).
- KM 296.53: Difficult trial-type section.
- KM 337.09: DZ30 in rocky off-piste to bypass a construction area.
- KM 372.22: Broken dunes.
- KM 398.53: WPS broken dune.



VARIOUS INFORMATION

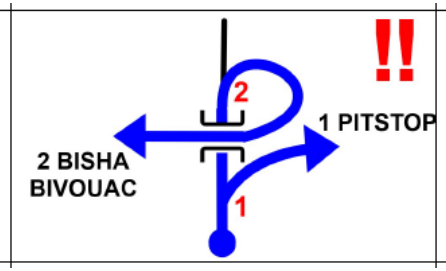
ASSISTANCE FOR CARS :

- The assistance route has been updated to include an FIA Pit Stop.
- Updated in Tripy, with GPX / KMZ / PDF files available on Sportity.

Common liaison up to the DSS (118 km).
NOT INCLUDED IN FIM / FIA ROADBOOK

Then at KM 209.62 of the assistance roadbook:

- Right exit towards the Pit Stop (70 km)
- Next exit after the bridge towards Bisha

209.62 91.69		

Exit Assistance : from 4h15



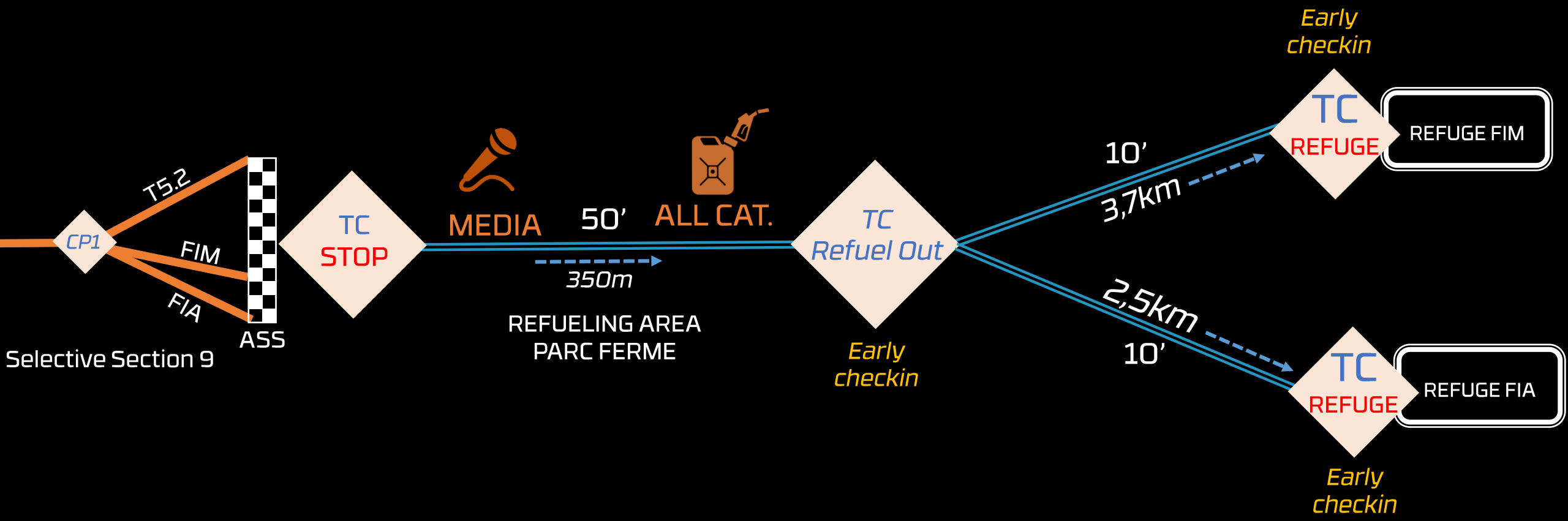
VARIOUS INFORMATION

T5.2 :
At CP1, the Organisation will provide you with a paper roadbook to reach the Refuge and avoid the dunes. A rolling 38 km itinerary.

In case of stage penalty → Overnight stay at CP1 and restart the following morning at 6:45 a.m. towards ASS9 for refuelling.

FIA: Collect your flags for Stage 10. Crews who forgot to hand them over to the Organisation must bring them with them at the start of Stage 9.




T5.2
CP1
FIM
FIA
ASS
Selective Section 9
TC
STOP
MEDIA
50'
ALL CAT.
350m
REFUELING AREA
PARC FERME
TC
Refuel Out
Early
checkin
10'
3,7km
TC
REFUGE
REFUGE FIM
Early
checkin
2,5km
10'
TC
REFUGE
REFUGE FIA
Early
checkin

THANKS !

SAUDI ARABIA

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