

30 Oct. 02 Nov. 2024

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Date:	Wednesday, 30 <sup>th</sup> October 2024	Time: 19:00 hrs
Subject:	COC Communication 3 (Driver's briefing)	Document No: 3.3
From:	The Clerk of the Course	
To:	All Competitors / Crew Members	
Number of pages: 4		Attachments: -

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### 1/ SERVICE PARK GENERAL PROCEDURES

- Only vehicles with **SERVICE** sticker will have access to the Service Park. **AUXILIARY** sticker vehicles may be parked in the adjacent car park.
- Speed limit within service park is strictly 30 km/h (2024 FIA CCRSR Art. 50.3).
- A groundsheet – a minimum of 1 metre longer and wider than the vehicle in running order – must be used (2024 FIA CCRSR Art. 50.2.2).
- Waste oil / fluids disposal drums will be available close to every competitor's space; it is forbidden to dispose of any fluids by any other method.
- Power will be available in service park.

### 2/ SERVICING OF VEHICLES

- Service is permitted at the service park only (SR Art. 11.9.1).
- 2024 FIA CCRSR Art. 49.1.4 will not apply.
- During Friday Timed Service (2 hours maximum) only 3 team personnel may work on a competing vehicle entered for a FIA Priority driver with Platinum or Gold status (2024 FIA Art. 49.2.4). The distinctive identifying armbands will be supplied by the organiser at Administrative Checks.
- Vehicles are subject to Parc Fermé rules where no intervention is possible, even by the members of the crew (2024 FIA CCRSR Art. 57.1)
  - at a start area
  - at a neutralisation zone
  - at a regrouping zone
  - at any control zone

### 3/ REFUELLING

#### Refuelling area close to Service Park

Inside Lusail International Circuit (LIC) premises crews may refuel only at the designated refuelling area close to the Service Park.

On Friday, refuelling must be done before entering the overnight parc fermé as this will not be possible after exiting the parc fermé for the start of next section.

#### Refuelling at commercial filling stations

On Stage 1 Road Sections A and B, to access any of the commercial filling stations indicated in the road book competitors must deviate from the rally route as described in an appendix available at the last part of the road book.



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#### Remote refuelling zones

Remote refuelling zones – see Itinerary for details – are available to Challenger and SSV vehicles only.

At every remote refuelling zone a maximum of 25 litres of petrol will be supplied to each vehicle.

In order to use the refuelling services provided by the organiser at remote refuelling zones, vehicles must transport and use the coupling adaptor mentioned in Art. 54.3.3 of 2024 FIA CCRSR (*SR Art. 11.9.5 as amended in Bulletin no. 1*)

#### **4/ START AREAS** (SR Art. 11.2 as amended in Bulletin no. 1)

There will be two start areas where all competing vehicles will be assembled:

- On Thursday, 31 October, before TCPO (start of Prologue Section)
- On Friday, 01 November, before TC0 (start of Stage 1)

Each vehicle must be driven into the start area 15 minutes before its scheduled time to start the following section.

No service is allowed in start areas.

#### **5/ KM 0,00 OF ROAD SECTION A**

A sign **km 0,00** placed at a STOP signal immediately after the Service Park gate indicates the exact location of the origin of the next road section distances.

#### **6/ PROLOGUE**

Competitors are reminded that the mandatory itinerary of the Prologue is defined in the Road book by the road direction diagrams and between the road direction diagrams, by the road/track if it exists (*2024 FIA CCRSR Art. 14.2.1*).

Each box of the road book will correspond to a WPP (Opening radius: 100 m / Validation radius: 20m) and in case of a missed waypoint, the penalty of 2' will apply (*2024 FIA CCRSR Art. 43*).

The route of the Prologue will be marked with a number of QMMF flags – maroon colour on the right side and white colour on the left side of the route – each one associated to a metallic fence.

Any touch on a metallic fence and/or the associated flag as well as a deviation from the route limits defined by the flags will be penalised as indicated in SR Art. 11.12.

Any late or early check-in at the time control before the start of the prologue will be considered as an incorrect participation and, consequently, the crew will be classified in last position in his group (*2024 FIA CCRSR Art. 34.4.4 and 34.4.3*).

#### **7/ CHOICE OF START POSITIONS FOR STAGE 1 AND CEREMONIAL START**

The Ceremonial Start will take place on 31 October by 20.00h at Katara and all drivers are requested to wear their approved overalls.

Cars must be driven by one of the drivers or a team representative to the holding area, where they will enter between 18.00h and 18.15h. The route to be followed from the bivouac to the holding area and back to the bivouac is available in the Rally Guide.

No service is allowed inside the holding area.

The choice of start positions for Stage 1, involving the drivers classified in the first ten positions of the Prologue, will take place at 19.00h in the same location as the Ceremonial Start.

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## 8/ START INTERVALS

### Prologue Section (Thursday)

- 1-minute interval between all competitors of the same Group
- 3-minute interval between the first competitor of each group and the previous competitor

### Stage 1 (Friday) and Stage 2 (Saturday)

- 3-minute interval between the first 10 vehicles in start list
- 1-minute interval between the remaining competitors

## 9/ ROAD BOOK - ITINERARY

See articles 14.2 and 43 of 2024 FIA CCRSR.

- The official itinerary of 2024 Qatar International Baja will be indicated by means of a paper road book.
- The programme of the road book delivery is indicated in SR Art. 11.8.
- In a Selective Section (SS), it is always forbidden to use a surfaced (asphalt, concrete) road other than those indicated in the Road book. If a crew follows a surfaced road and re-joins the route of the SS at a different point, it is deemed to have retired from the SS (2024 CCRSR Art. 14.2.8).
- The crew must pass through all waypoints in chronological (ascending) order and is not allowed to drive back to get a previously missed waypoint (2024 FIA CCRSR Art. 43.1.2).

If a crew validates a waypoint before validating one or more previous ones, the missed waypoint(s) will be automatically considered as non-validated.

## 10/ ITINERARY - SAFETY

Even if the baja route has been designed to avoid any possible conflict with the population and/or groups of animals, in open desert these may travel unexpectedly so competitors must pay special attention and avoid as much of possible camps, farms and camel groups vicinity.

### **Hors-piste situation!!!**

- During a «hors-piste» (off-track) sector, every crew may choose their own route and, consequently, may find dangerous situations not described in the road book.
- Particularly during the last sector of SS3 (from the km 125,74 end of neutralisation), crews must be permanently prepared to face unexpected situations, such as but not limited to sharp dunes and muddy or even flooded areas.
- In some cases, the direct route may be not the fastest or the safest one; it is up to the crew to evaluate at any moment the different options and the risks involved in each one of them.

### **Accident on a selective section**

- In the case of an accident where urgent medical attention is required, the **SOS** switch on the emergency console (safety tracking system) must be activated as soon as possible.
- In the case of an accident where immediate medical intervention is not required, or of a vehicle stopping for any other reason on or beside a Selective Section, whether temporarily or permanently, the **OK** switch on the emergency console must be activated within one minute.
- See 2024 FIA CCRSR Art. 47.4 for full details on the procedures to be followed in case of an accident on a Selective Section.



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Bottles of water will be available from the timekeepers and/or marshals at the start and finish of the selective sections and at the finish of neutralizations and transfer zones.

#### 11/ VEHICLE-TO-VEHICLE COMMUNICATION SYSTEM

See 2024 FIA CCRSR Art. 47.3 of and SR Appendix 6.

Any request of investigation involving a possible infraction of «Vehicle-to-vehicle communication system» regulations must be delivered to a CRO and include the following minimum information:

- Number of the competitor requesting the investigation
- Number of the competitor allegedly in infraction
- Location of the incident (ex: on SS X, from km A to km B)

**Have a Safe Baja!**

Pedro ALMEIDA  
Clerk of the Course