



**Rally Mongolia 2016
ENTRY GUIDANCE**



Landscape like nothing anyone has ever seen!

The 2016 landscape has taken on an ever deeper feel of adventure. Last year's route proved a full and rich experience due to changes made in the course format. Influenced by these changes, the rally organization has started to pioneer a whole new route. On the reverse route through Sugawara Pass for example, the road to the mountain ridge is blocked by snow through July so an additional trial run right before the rally is being considered. Then try driving north from the ridgeline or namely make a vertical run up mountain peaks higher than 3 kilometers. The sky is a deep ultramarine blue

that make one think of outer space. It's not simply something about a high elevation; the height at these latitudes creates an entirely different type of sky color. Another gambit is searching for lakes found at these elevations. This is in the planning stage and it might actually become a reality. It was decided to in this way, search for a landscape no one has ever seen before and offer a look at another world viewable as something almost seen through the mind's eye. Though this is in fact a rally, the natural presence found here transcends the rally itself.





① Route book and timing chart

The final decision on the route will be made during the final test run which will last one month and start on June 1, 2016. The route will not exceed 4000 km at most. The route decided on will be printed up as a route book and delivered to the participants as early as possible.

At the same time as the route book, the rally timing chart, the route map, and other items will be supplied to provide an understanding of the general progress of the rally. Timing chart

Here, the distance the rally will cover each day, the starting time, control points positions, etc. will all be covered. As long as there are no major changes, things will proceed according to this plan.

② Briefing

Each morning, 30 minutes before the rally starts, there will be a briefing in front of the rally headquarters or in front of the restaurant tent. At bivouacs where there is a restaurant, the briefing will be held in the restaurant. Always attend the briefing. It will cover important points, such as locations requiring extra caution and other aspects of the condition of the route for the day. The briefing will be conducted in Japanese, English, Mongolian, etc. The briefing will be conducted by Tetsu Yamada, who is the course director. This information will be posted on the bulletin board in front of rally headquarters, together with the results etc.

③ Fuel and refueling

A basic rule of this rally is that all race competitors must pay out of their own pockets for gasoline and oil refills and so on at the liaison areas shown along the rally route.

All the fuel is produced in Russia. The gasoline that is available is grade A-92 or A-80. Fuel provided by the organizers will be A-92. There is only one type of diesel fuel in Mongolia: Summer diesel.

The rally course range for both the automobile and motorcycle divisions is basically 280 kilometers. Therefore, the maximum SS (special stage) distance is up to 560 kilometers.

On all etapes, we strongly recommend including a 5% safety margin depending on the course and another 15% in case of driving off course or other problems.

④ Water and lunch pack

a : Amount of water to carry

In this rally, the minimum amount of water required for each stage is predetermined and each participant must start out carrying at least that much water. In particular, on the Gobi desert stage, it is also essential to bring along and consume salt. If you should consume a large amount of water, then a refill is possible at the control points, but in some cases the amount of water there is limited.

b : Lunch packs

Each morning before the start, participants will receive a lunch pack together with their bottles of water. This lunch pack will include high-performance

foods that aid in the resupply of salt and of energy, so always bring this lunch pack and only consume the emergency food that you yourself have prepared if there is a real emergency.

c : Collecting trash from lunch packs

Always bring back the trash from your lunch pack. Collection of the trash from the day's lunch pack is a precondition for receiving the next day's lunch pack. Anyone who does not bring back the trash from their lunch pack might not be supplied with a lunch pack the next day.

⑤ Safety

a : To ensure a safe rally, participants will be provided with an emergency manual called "The Triple Cautions for Your Life".

b : Medical care

Some 2 or 3 doctors will cover the rally. One will constantly monitor from the air by helicopter and one will be on the course following the riders in the medical car. A medical tent will be set up next to the rally headquarters and equipped with a simple X-ray machine, surgical supplies, etc. The chief doctor will be an emergency care physician.

c : Searches

Participants must ride the pre-determined route. Some risk is possible if a participant should go off the course and have difficulty returning, or go off the course and become injured, or the like. Therefore, carrying an Iridium mobile phone for emergency contact with the organizers is mandatory.

d : Rescue and transport

If an emergency arises, the organizers will immediately pick up a participant by helicopter and evacuate them by air to Ulan Bator. In such a case, the organizers will make the arrangements for a hospital in Ulan Bator and at the same time, depending on the circumstances, arrange for a return flight home.

e : Safety on the route

The rally route passes through many villages. We ask you to restrict your speed when in villages and to observe a limit of 40 kilometers per hour. The organizers will monitor speeds through villages and impose a major penalty on violators. Also, there are many sheep, goats, and other animals on the route. The responsibility for safety rests with the participants.

f : Route closure

A Hino truck with the number Z1 will ride behind the automobiles and motorcycles must have systems for accurately measuring distance to a accuracy of 10 meters. The route book gives distances in kilometers to two digits after the decimal point, for example 123.45 km. In the motorcycle category, we recommend ICO or the like; and in the automobile category, we recommend Tela Trip or the like. Also, in the motorcycle category, a route book holder is mandatory. Installation also requires specialized technology for example to minimize movement of the rider's line of sight. In both categories, in order to minimize the risk of fire, adequate measures are

required for fastening fuel hoses and the like. What is best is an Aeroquip type connecting system. For hose bands, double metal bands must be used. Also, batteries must be behind a separating wall that is made of nonflammable material.

In the motorcycle division, wearing a neck brace is mandatory.

In the motorcycle division, the required lights and safety equipment are a headlight, tail lamp, brake lamp, adequate rear reflector, horn, and back mirror. An extra stop lamp, dust lamp, and turn signals are not required.

c : GPS

The organizers do not provide a GPS data download service. We strongly recommend that you obtain GPS points for the next days etape and enter it yourself. This GPS point data is given on 8 PM the previous day.

The first 10 vehicles to reach the goal and other randomly picked participants will be required to enter the parc ferme immediately after reaching the goal and to submit their GPS logs there. If the vehicle's condition makes it impossible to submit a GPS log, then a certain penalty will be imposed in any and all cases.

⑦ Assistance by organizers

a : Duffle bag transport system

The system for transporting duffle bags from each day's bivouac to the next one means that the organizers will transport 30 kilograms of luggage per person. A fee will be charged for transporting anything weight greater than this weight.

We will distribute two bags, one for 20 kg and one for 10 kg, with this year's original SSER logo to be used in the rally, so always be sure to use them.

Transportation between the bivouacs is the responsibility of a truck with the name tag X-1 attached. In some cases its arrival might be drastically delayed due to weather or other course conditions.

Please recognize that there are limits to what can be done in Mongolia to speed up the arrival of this transport truck.

b : Tire transport service

In the motorcycle division, the organizers transport up to 4 tires for each participating motorcycle. Among these, two tires may be mounted on wheel rims, and other parts that may be mounted are tubes and sprockets. Brake disks must not be installed on these tires. It is also necessary to provide adequate protection for them as well.

In the automobile division, the organizers transport up to two tires for each participating automobile. From



the third tire onward, a fee of ¥20,000 (tax included) per tire must be paid. The bivouacs to receive these tires will be decided immediately before the rally after the transport team is put together and the final proposal made.

c : Lodging service

The current rally distributes a yurt (portable round tent) and sleeping gear to all participants. A tourist camp is set up at the bivouacs and one can also lodge in the tents. There is also a café tent at the bivouac run by the SSER, offering beverages and canned food supplied by the K&K Company, as well as lunch packs and water.

However, though tents are not included among equipment participants must have for safety, sleeping bags are an essential required item. * One option available is to set up your own tent for lodging throughout the whole race and get a (personal fee) discount from your rally participant's fee

d : Services at bivouac

An electrical generator, air compressor, and welder will be available at the bivouac.

A satellite mobile phone is mandatory.

Participants are required to carry an Iridium mobile phone as a means of emergency communication.

⑧ Access to rally area

a : International cargo transport
ABOUT THE TRANSPORTATION

Regarding FA-coat Rally Mongolia 2016, SSER is announcing the official partner (consignee) and customs clearance agent(/customs broker) in charge of receiving operation within Mongolia as below.

At the present time in Mongolia, the customs clearance is getting very strict. The relevant authorities require the usage ATA Carnet for customs clearance. This is a temporary custom clearance notebook on the condition of re-exportation. Please confirm export-import agents in your own country.

Please write the following Mongolian federation name as a consignee/recipient in the shipping documents, NOT the sender's name. If you write your name as a consignee/recipient, then your shipping customs clearance acceptance will NOT start until you go to accept your shipments. So you might then have trouble with customs clearance and procedures. Please designate the conveyance as below to keep business procedures consistent.

[Mongolian Consignee]
MONGOLIAN AUTOMOBILE MOTORCYCLE FEDERATION
MR. D.Ochirsukh
Mongolia Ulaanbaatar Khanuul Duureg Chinggis
Avenue Olympic House 1F. #118
zip code 14210
TEL +976-99909473

[Mongolian Shipping Company]
TUUSHIN CO.,LTD. SALES DIVISION
MR.L.BAYARSAIKHAN
Prime Minister Amar's Str.2, Ulaanbaatar 210620.
Mongolia
TEL +976-11-320064,312092/322800,325510
E-mail: bayaraa@tuushin.mn

b : Returning cargo

If an ATA carnet is used, the list of returning cargo must exactly match the list of cargo that entered the country. Therefore, used tires from the rally are always brought back. Also, be careful to not mix in souvenirs or the like with your returning cargo.

c : Arranging for participants' air transportation etc.

Access to Mongolia is extraordinarily limited and arranging air transportation for the peak summer season when the rally is held is expected to be difficult so we strongly recommend making your air travel arrangements early.

Now on to the wonderful world of Rally Mongolia!

