

## **RULES AND REGULATIONS**

### **ARTICLE 1: ORGANISATION**

The 1st edition of the LONE RIDER TROPHY, which will take place in Morocco from Saturday 31 January to Saturday 7 February 2026, is organised by: TYT, located at 14 rue Jacques DUCLOS 11 200, Saint André de Roquelongue, in collaboration with SUN and SEA TRAVEL, located at the Oumlil building, avenue Hassan II - 8000 Agadir - Morocco.

### **ARTICLE 2: Regulatory provisions**

All participants undertake to comply with these regulations in their entirety.

Any breach of the rules may be subject to penalties in accordance with Article 21 of these rules.

The provisions contained in these rules, but not provided for in general, national and international regulations, will be accepted by the very fact of the competitors' commitment to the L.R.T.

### **ARTICLE 3: DEFINITIONS**

**Accompanying person:** Person registered as such and transported by an Organisation vehicle, without the possibility of assisting a competitor throughout the duration of the Trophy.

**Control Booklet:** Document for monitoring participants.

**Road Book:** consists mainly of the programme of events, GPS points, tracks and daily instructions.

**Competitor:** person registered as such and authorised to participate in the events for the duration of the Trophy under the conditions described in these regulations.

**CP:** Passage Control

**Crew:** A rider and his/her motorbike.

**Team:** made up of 2 crews

**Event:** an orienteering or navigation course, etc.

**Stage:** one stage = one day. A stage may include several events.

**LRT:** Lone Rider Trophy

**Organisation:** refers to the co-organisers (company.....) or their representatives.

**Participant:** refers to a member registered as a competitor or accompanying person.

**Support vehicle or Organisation:** vehicle following the Trophy route.

#### **ARTICLE 4: DESCRIPTION OF THE TROPHY**

The **Lone Rider Trophy** is an untimed challenge for motorbike travel enthusiasts. It takes place on track and road, is exclusively reserved for trail bikes that comply with local legislation.

Unlike a traditional off-road rally or rally raid, the LRT does not involve any classification based on time and speed, no special timed stages or time-constrained liaisons in accordance with regulatory decree no. 55.1366 of 18 October 1955 on the general regulations for sporting events and competitions on public roads.

All participants must respect the highway code, the safety directives issued by the local authorities or the Organisation.

In order to ensure that the imposed routes are respected, the itineraries are marked out with controls on public roads, passage controls and passage through compulsory GPS points.

Each day is made up of a stage consisting of one or more non-timed events to be completed according to the instructions in the Route Book.

The ranking is based solely on a system of points awarded according to the success of the events.

**As this is an orienteering, navigation and skill event where speed does not influence the ranking in any way, each competitor must adjust their riding according to the real difficulties of the course, according to their abilities and those of their motorbike. No complaints will be considered in this regard.**

**The LRT is an adventure in an environment where the unexpected and the unforeseeable can be numerous, and it is important that participants are fully aware of this.**

**In the event of adverse weather conditions, if the route becomes dangerous, or for any other reason (administrative, technical, etc.), the Organisation reserves the right to modify the schedules and itineraries.**

#### **Events**

The events will take place at locations determined in advance by the Organisation.

For safety reasons, the overall duration of the one-day events will be contained within a maximum time frame, including a mandatory arrival time.

The events will take various forms and will be classified according to their level of complexity: green for the simplest, red for those of intermediate difficulty, and black for the most demanding.

Non-exhaustive examples:

- Navigation with GPS points and compulsory checkpoints, map reading and use of a compass.
- Orienteering with ranking according to the number of markers found.
- Skill (gymkhana-type course) with ranking according to the number of errors.

The distances to be covered may vary depending on the nature of the terrain and the relief: approximately 200 to 300 km per day.

The type of event is defined in advance in the Road Book but may be reviewed by the Organisation before a start for the purposes of the **Trophy** or in case of force majeure.

The breakdown of the route, as well as the time checks, passage checks, neutralisation periods, etc. are included in the Road Book.

You will be able to take part in additional challenges during certain stages.

These non-motorised challenges will allow you to obtain bonus points.

## **ARTICLE 5: LOGISTICS - ACCOMMODATION AND MEALS ON SITE**

You will be accommodated in your tent provided by the organisation.

Suitable sanitary facilities will be provided, and half-board meals will be provided at the bivouac sites provided by service providers.

An exception is made for the '48H00' event, where participants must be self-sufficient.

## **ARTICLE 6: CREWS AND ACCOMPANYING PERSONS ALLOWED**

The event is international. **Any person**, male or female, adult or minor with parental authorisation, who meets and complies in full with the requirements of these regulations, **is eligible to participate**.

The Organisation reserves the right to refuse the registration of a participant without having to give reasons.

## **ARTICLE 7: DOCUMENTS REQUIRED TO DRIVE A MACHINE**

The driver must have the following documents with him:

### **Authorisation to drive**

- Valid driving licence for the machine being driven

### **Proof of ownership or authorisation to use**

- The registration certificate (Carte Grise) of the machine being driven, or

- A loan certificate if the driver is not the owner, or
- A rental contract

## **Insurance**

A valid insurance certificate for:

- The period of use
- The countries where the machine will be used

These documents must correspond specifically to the machine that the driver is operating and be in his possession during use.

## **ARTICLE 8: DATES AND ITINERARIES**

The first edition of the LONE RIDER TROPHY will take place from Saturday 31 January to Saturday 7 February 2026 in Morocco.

All competitors will meet **on Saturday 31 January** in Agadir, Morocco, **the starting point of the rally before 12 noon.**

The exact location will be communicated in due course.

Arrival of the Trophy: Saturday 7 February, in the evening, in Agadir. Free return from Sunday 8 February 2026 from Agadir.

The detailed itinerary of the Trophy will be communicated the day before departure and during the stages, when the Road Book is handed over.

## **ARTICLE 9: REGISTRATION**

Prior to registration and departure, participants must check with the relevant authorities, administrations and organisations regarding the police, customs and health formalities required for their trip. They must complete the necessary formalities themselves under their own full responsibility.

Registration is open as soon as these regulations are published and will close on 1 December 2025.

The registration form is available on the Trophy website at the following address:

In order to complete the registration form, each participant must provide the following documents:

- the information sheet
- the duly completed commitment and release form

- the medical file (certificate and questionnaire)
- An insurance certificate for repatriation of the 'Mondial or Europe Assistance' type covering their participation in the Trophy
- A copy of the passport, valid for at least 3 months after the date of return.
- A copy of the parental authorisation for minors to leave the country

**The registration fees include for competitors (drivers):**

- The organisation and supervision of the Trophy (organiser's liability insurance)
- A pack provided by Lone Rider including: 1 tent and a set of soft luggage...
- 7 bivouacs with half board
- 2 LRT t-shirts.
- Medical assistance
- A tracking beacon
- Mechanical assistance\*
- Administration fees.
- A film and photo report

\* Requesting mechanical assistance will result in penalty points that may go as far as being removed from the rankings (without exclusion from the Trophy).

**The entry fees include the following for accompanying persons:**

- Organisation and supervision of the Trophy (organiser's liability insurance)
- 7 bivouacs with half board (tent provided)
- Transport by Organisation vehicles (4x4s) with driver.
- 2 LRT T-shirts.
- Medical assistance.
- Administration fees.

**Registration fees do not include:**

- Transport to the departure point in Morocco and return (see our various suggestions).

- Drinks and lunch.
- The equipment necessary for the event.
- Fuel. (included for accompanying persons)

As the number of participants is limited, the Organisation will definitively register those who have paid the full entry fee and returned the completed registration form.

## **ARTICLE 10: RATES AND PAYMENT OF REGISTRATION FEES**

### **1) Until 1st JUNE 2025**

- Motorcycle rider: **€2990**, 30% deposit
- Accompanying person: **€1190**, 30% deposit

### **2) Until 1st AUGUST 2025**

- Motorcycle driver: **3390 €**, 30% deposit

### **3) Until 01 OCTOBER 2025**

- Motorcycle driver: **3790 €**, 30% deposit

### **4) From 02 OCTOBER 2025**

- Motorcycle rider: **€3990**, 30% deposit

**5) BALANCE of registrations with full set of documents: 30 NOVEMBER 2025 (10 % surcharge if exceeded).**

All payments must be made by online payment or bank transfer

## **ARTICLE 11: PACKAGES / CANCELLATION OF ENTRIES**

The Organisation reserves the right to postpone or even cancel the event if the minimum quota of participants is not reached. The Organisation will reimburse the sums paid, without the participants being able to claim any compensation.

In the event of force majeure (transport strike, armed conflict, etc.) resulting in the cancellation of the Trophy, the Organisation reserves the right to retain 25% of the sums paid by the participants to cover the costs incurred by the Organisation (deposits, hotel deposits, location scouting, etc.).

In the case of a simple postponement to a later date, all the sums paid by the participants will be kept for the next event if they register for it. Otherwise, as in the case of cancellation, they will only be reimbursed 75% of the sums paid (see above).

For participants, in the event of deposits already paid or registration paid in full, the reimbursement scales are as follows:

⇒ any cancellation made before 01/10/2025 will be reimbursed at 50% of the amount paid.

⇒ Any cancellation between 02/10/2025 and 30/11/2025 will be reimbursed at 30% of the amount paid.

⇒ After **the date of 30 November 2025 at midnight**, no refund requests will be accepted. We therefore advise you to take out personal cancellation insurance.

*The cancellation of the registration form, the declaration of forfeiture and the request for reimbursement must be made by registered letter in order to avoid any dispute.*

## **ARTICLE 12: LIABILITY - INSURANCE**

The Organisation takes out Civil Liability insurance.

**This contract includes Civil Liability and Legal Protection cover.**

Damage to participants' personal belongings is not covered by this contract Organisation declines all responsibility in the event of theft or accident caused by physical or psychological failure.

Each participant must have individual repatriation insurance of the '**Mondial Assistance**' type covering their participation in the LRT.

## **ARTICLE 13: MEDICAL ASSISTANCE**

Medical assistance for the Trophy is provided by the Organisation and entrusted to a team of doctors and nurses.

## **ARTICLE 14: ROAD BOOK and RACE INSTRUCTIONS**

**The Road Book** describes all the races. It is handed out the day before and completed with the information provided during the briefing and the safety instructions.

In any case, the instructions given by the Organisation take precedence over any other indication.

## **ARTICLE 15: COMPULSORY EQUIPMENT AND DOCUMENTS**

### **For all participants**

- 1 valid passport valid for 3 months after the date of return (or a National Identity Card for Moroccan nationals)
- Parental authorisation for minors to leave the country
- Assistance and repatriation certificate

- A medical questionnaire and a medical certificate

#### **In addition for drivers**

- The motorcycle identification document (registration document) + insurance certificate
- 1 water container or 'camelbag' (min 3 litres)
- A navigation system **with internet access that allows you to download, save and create tracks.**
- 1 tracking beacon (provided by the Organisation)
- 1 smartphone with international option

#### **ARTICLE 16: RANKING**

The ranking is based on points and not on time and according to the difficulty of the events: green, red, black.

A points scale is allocated for each event (specified in the Route Book).

At the end of the stage (day), the ranking points are always allocated as follows:

- The 1st competitor scores 1 point
- The 2nd competitor scores 2 points
- The 3rd competitor scores 3 points
- The 4th competitor scores 4 points, etc. ...

#### **TROPHY**

##### **There are several Trophies:**

- Overall classification in all categories,
- Classification by category: under 500 cc, between 500 cc and 1000 cc and over 1001 cc
- Teams (2 riders),
- Women
- Ultimate: reserved for riders who have travelled and completed the Trophy on the same motorbike from their home to Agadir (except for riders resident in Morocco).

#### **ARTICLE 17: RESPECT FOR NATURE AND THE ENVIRONMENT**

Please respect nature during the journeys. Avoid throwing anything away anywhere.



During the day and at the bivouac, everyone is responsible for keeping the area clean (bring bin bags).

Any failure to respect nature or the environment will result in a penalty being awarded to the team in question.

## **ARTICLE 18: PENALTIES**

**Penalties are awarded after the offence has been effectively noted** by the Organisation.

Penalties are allocated to the event concerned. In the case of failure to respect nature or the environment, they are allocated directly to the general classification.

The Events Committee will decide on the allocation of penalties.

### **Scale**

#### **Offence**

#### **Penalty**

#### **Observation**

**Failure to respect nature**, during a race or at a bivouac

1000 points

Penalty doubled in case of recurrence.

**Failure to comply with these regulations** and the Trophy guidelines

1000 points

#### **Late arrival**

5 points

Per 5-minute period

#### **Early departure**

5 points

Per 5-minute period

## **Failure to comply with the highway code**

1000 points

- Recurrence

2000 points

- 3rd warning

exclusion

## **ARTICLE 19: COMPLAINTS**

**Complaints** relating to an event must be **made in writing** and submitted to the Event Management within a **maximum of one hour after the end of the events** for the day.

## **ARTICLE 20: TRAFFIC AND CODE OF CONDUCT**

Throughout the duration of the Trophy, drivers must strictly comply with the traffic regulations in the countries they pass through.

Any competitor who does not comply with these regulations, or who behaves in a discourteous or dangerous manner towards the people of these countries, will be subject to the following minimum penalties:

- 1st offence: penalty of 1000 points
- 2nd offence: penalty of 2000 points
- 3rd offence: exclusion from the classification

Similarly, the driver is prohibited, under penalty of a penalty that may go as far as exclusion from the classification, from intentionally blocking the passage or preventing overtaking, or from behaving in a manner incompatible with sportsmanship.

Any competitor overtaken by another must take the necessary steps to pull over and allow them to pass, and likewise any competitor who is overtaking another must use their horn until they are sure that they can overtake without endangering the vehicle being overtaken.

All event officials are considered to be judges of fact and are able to identify this type of offence.

It is recalled that **ethics dictate that a stop should be made when an incident or accident is observed by a driver** so that the latter can decide on the most appropriate course of action between personal intervention and the arrival of the emergency services (the time taken could be taken into account for the classification of the event).

In addition, it is recalled that significant resources are deployed to shorten intervention times. In any case, any pilot witnessing an accident must notify the Organisation HQ as quickly as possible to specify the details of the accident.

## **ARTICLE 21: FUEL AND RANGE**

Every day and as often as possible, competitors should refuel at local petrol stations.

**All machines must have a minimum range of 250 km.**

Each competitor will be responsible for calculating his range. Under no circumstances may he take action against the organisation if his machine fails to cover the minimum distance of 250 km, whatever the nature of the terrain.

## **ARTICLE 22: TOWING**

Towing between Organisation vehicles and/or machines is authorised under the pilots' own responsibility.

## **ARTICLE 23: START/FINISH AND CONTROLS**

Transit controls may be set up according to the Organisation's needs, particularly for safety reasons.

These C.P. will be announced in advance either by the Road Book or at the briefings.

### **Start and finish of events**

The starts and finishes are known controls delimiting a liaison or event sector.

**The various finish controls are:**

- Either held by a commissaire.
- Or recorded electronically by the tracking system (GPS beacon) set up by the Organisation.

## **ARTICLE 24: REGROUPING ZONE**

Regrouping zones may be established along the route.

On arrival at the regrouping controls, competitors shall hand their time card to the marshal concerned.

Drivers will receive instructions regarding the next starting time.

These regrouping zones are used in particular to reduce the intervals that may have arisen between competitors as a result of delays and/or withdrawals. It is therefore necessary to take into consideration the starting time of the regrouping and not its duration.

## **ARTICLE 25: INTERRUPTION, BREAKDOWN AND ABANDONMENT**

If one or more competitors interrupt the Trophy at any time, for whatever reason, they may resume the event at a later date, taking all the penalties provided for in these regulations, for all the checkpoints that they have not completed (CP, Arrivals).

In the event of retirement, it is imperative that the competitor inform a member of the organisation as soon as possible by any means possible (telephone or VHF radio), indicating their identity, their location, what they are doing, etc.) or by triggering the alert via the beacon.

As soon as possible, the abandonment must be confirmed in writing to a member of the Organisation (controller, PC, or Event Management) or, failing that, to another competitor.

Failure to comply with this important safety and disciplinary clause will result in irrevocable exclusion.

Competitors who have abandoned the race may not, with some exceptions, be transported by the Organisation's means of transport for all or part of the route.

**In all cases, the Organisation must be notified as soon as possible**

## **ARTICLE 26: CLOSURE OF TRACKS OR THE ROAD**

A 'sweeper' vehicle from the Organisation closes the Trophy.

Depending on the situation, it takes the driver and the broken-down or out-of-order machine either to a tarred section or to the bivouac.

In desert areas, it is impossible to guarantee that the 'broom' vehicle will pass by the exact location where a vehicle has broken down.

Competitors who refuse to board the broom vehicle do so under their own full responsibility and must sign a waiver that will be presented to them by the members of the Organisation responsible for closing the track.

No recourse concerning the consequences of this refusal may be taken against the Organisation.

**Entering the broom vehicle will result in disqualification.**

## **ARTICLE 27: IDENTIFICATION MARKS AND ADVERTISING**

Competitors are permitted to place any advertising on their vehicle (outside the reserved spaces), provided that it:

**Does not contravene the legal provisions in the countries crossed (alcohol, cigarettes, politics).**

The Organisation reserves the right to prohibit any sponsor marking or logo that would be contrary to the spirit of the challenge.

Due to their commitment, competitors must respect the Organisation's advertising media (their vehicle, accompanying vehicles, banners, etc.).

**The organiser's compulsory advertising is as follows:**

**For motorbikes:**

- 1 sticker on the front windscreen of the machine

## **ARTICLE 28: AUDIOVISUAL COVERAGE**

Participants grant the Organisation free rights to the images concerning them.

The Organisation reserves the exclusive rights to use the images of the LONE RIDER TROPHY. It reserves the rights to use all images related to the event.

No public or commercial distribution is permitted without the prior written consent of the Organisation.

## **ARTICLE 29: LRT and ... LOGOS**

**The use of the logo and the name 'LONE RIDER TROPHY' is reserved.**

**The use of the TYT logo and name is reserved.**

Any use or reproduction of the LONE RIDER TROPHY and TYT logos must be submitted for written authorisation by the Organisation, under penalty of prosecution as provided for by the law of 11 March 1957 on the protection of rights.

The authorisation request must be made in writing and addressed to .....

## **ARTICLE 30: GDPR**

The organiser undertakes to comply with the General Data Protection Regulation, in particular by using personal data only for the use and purpose of the event.

## **ARTICLE 31: AMENDMENT OF THE RULES**

The organisers reserve the right to modify these regulations at any time.

## **Appendix to the technical regulations for motorbikes**

### **Preamble**

Vehicles must comply with the Highway Code. They must be technically in perfect condition and registered to be able to travel on roads open to public traffic.

Engines must remain original. Machines must be equipped with an efficient silencer.

In any case, a machine that is or becomes too noisy according to the rules may be banned from the start for the duration of the event.

### **Authorised modifications**

Anything that can contribute to the reliability of the machine and the comfort of the pilot, without modifying the basic rules, is authorised.

The prevailing spirit is: 'anything that improves reliability and safety is authorised; anything intended to improve engine performance is prohibited.

### **Administrative checks**

Administrative checks will take place on Saturday 31 January 2026 on site in Morocco.

Each competitor will receive an invitation specifying the exact day and time at which they must present themselves.

The competitor must present themselves with their machine and all the specific documents and equipment specified below.

During the checks, a compulsory safety course will be held, focusing on the use of the tracking beacon in particular.

### **Each driver must present the following at the checks:**

#### **1) The following original, valid documents:**

- Passport valid for 3 months after the date of the Trophy.
- Appropriate national driving licence.
- Loan certificate from the vehicle owner, if the latter is not the participant, or rental contract.
- Vehicle licence or registration document.
- Green card or vehicle insurance certificate.
- Repatriation insurance certificate.

The competitor undertakes to present valid papers; no photocopies or certificates of loss or theft will be accepted, under penalty of refusal to start.

#### **2) Mandatory equipment:**

**See article 15**

### **Technical checks**

After the Administrative Checks, the pilot takes his machine to the Technical Checks.

These are of a general nature and cover important safety points and safety equipment such as:

- Helmet
- Protective clothing and boots
- Additional fuel tank
- Circuit breaker and its operation
- Lighting equipment
- Exhaust noise
- GPS
- Emergency and safety equipment

**The start may be refused to any crew that does not provide all the safety guarantees required by these regulations.**

(cf.: Technical Regulations, Appendix). In this case, all entry fees shall be retained by the Organisation.