

CAR-TRUCK REGULATIONS



From January 1st to January 16th, 2011
THE LEGEND CONTINUES



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SPECIFIC REGULATIONS



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1P DEFINITIONS

1P1 ORGANISERS' COMMITTEE

Organisation Director:	Etienne LAVIGNE
Deputy Director:	Frédéric LEQUIEN
Sporting Director:	David CASTERA
In charge of Logistics:	Marc PHILY
Director of External Affairs:	Grégory MURAC
President of A.S.A. du Paris Dakar:	Roger KALMANOVITZ

1P2 EVENT PROGRAMME

15 th May 2010	Opening of receipt of the race application files
1 st October 2010	End of receipt of the race application files.
15 th November 2010	Closure of entries.
24 th and 25 th November	Boarding of the vehicles in Le Havre (race and assistance vehicles) and fixing of safety instruments (Iritrack, GPS, Sentinel, Tripy). Scrutineering for assistance vehicles
28 th to 30 th December	from 12.00 pm on 28th to 12.00 pm on 30th : Collection of vehicles in Argentina (Terminal Portuaria de Delta Dock – Ruta Central Atucha – 2806 Lima – Provincia de Buenos Aires – Argentine)
30 th / 31 st December	08.00 am to 08.00 pm Administrative checks and technical scrutineering at La Rural, in Buenos Aires, then placing in parc fermé Av. Sarmiento.
1 st January 2011	10.00 am: Race and Assistance Briefing in La Rural, in Buenos Aires 10.00 am: Publication of the list of competitors allowed to start and of the starting order. 02.30 pm: 1st start Podium, then start for the first Leg Buenos Aires - Victoria.
8 th January 2011	Rest day in Arica (Chile)
15 th January 2011	Last Leg Cordoba – Buenos Aires.
16 th January 2011	Podium from 10.00 am and Prize Giving at La Rural, in Buenos Aires.

1P3 POSTING

All information concerning competitors, classifications, and road opening team's notes and official documents will be posted each day at the following locations:

- At La Rural, in Buenos Aires, on 30th and 31st December in the administrative checks hall; in the briefing hall and at the entry of the Parc Fermé, Av. Sarmiento, in Buenos Aires, on 1st January 2011.
- In Argentina and Chile, from 1st to 14th January 2011, at the PCO, in the catering area and at the Malles Moto.
- At La Rural, in Buenos Aires, on 15th and 16th January 2011, at the entry of the parc fermé, at the competitors' tent.

The list of competitors allowed to start and the list of ASO priority drivers will be posted in the briefing hall, on 1st January at 10.00 am.

1P4 COMPETITORS' DEPARTMENT

From Monday to Friday, from 9h00 to 12h30 and from 13h30 to 18h00.
A.S.O. – Service Concurrents – A.S.A. du Paris Dakar
Frédéric LEQUIEN, Deputy Manager - Motorsports
Nelly PAVEE, Benoit LAVIGNE, Olivia BAHRI

Immeuble Panorama B – 253 Quai de la bataille de Stalingrad
92137 ISSY LES MOULINEAUX cedex
Tel. : +33 (0)1 41 33 14 60 - Fax : +33 (0)1 41 33 14 69
E-mail : concurrents@dakar.com



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2P REGISTRATION

The Association Sportive du Paris Dakar are organising, in conjunction with A.S.O., the 33rd Marathon cross country rally, named for 2011: « **Personal Dakar Argentina - Chile** », an international event to be held from 30th December 2010 to 16th January 2011, under the aegis of the Federation Internationale de l'Automobile, of the Fédération Française du Sport Automobile and of the ASN's of the countries to be crossed: Argentina (ACA) and Chile (FADECH). Only the French version of these current specific regulations will be applicable. In the case of legal litigation, France will be the sole country where cases may be judged before a tribunal, and French law the only one applicable.

3P TERMINOLOGY

1) **Bulletin**

The Official bulletin is an integral part of the Regulations and is intended to modify, clarify or complete them.

2) **ASN**

National Sporting Authority.

3) **Assistance (Service)**

Service shall be defined as unrestricted work on a competing vehicle, or one of its elements, even when dismantled and/or the physical presence of a person(s) in the vicinity of a competing vehicle.

4) **Bivouac**

a) Zone situated between the Time Controls at the finish of one Leg and the start of the next, where all competitors regroup; this zone is located in the road book. In the bivouac, servicing is free between the competitors still in the race and with vehicles and/or people registered in the assistance category. It is a closed area, checked and secured, reserved for private use during the Dakar, whose access is exclusively and uniquely for persons who have been accredited by the organisation, as well as representatives of local public authorities.

b) The PCO will be operational 24h00/24.

If, the finish Time Control and the start Time Control of the next Leg are combined, they must not be further than 5 km from the centre of the bivouac for the finish of a Selective Section and not further than 10 km from the centre of the bivouac for the start the next day.

c) Servicing (carrying out assistance) in a closed and/or private place is not authorised.

- 1st infringement: 3 h,
- 2nd infringement: exclusion.

d) **After having checked in at the time control at the end of the leg, competitors or team members may take race vehicles out of the bivouac for refuelling, cleaning, to go to a hotel or for testing, within a radius of 15 kilometres of the bivouac.**

During these tests the Iritrack must be switched on, on pain of penalties to be decided upon by the College of Sporting Stewards. All tests must be done outside of the route of selective sections.

e) It is forbidden to circulate at excessive speeds and/or to drive dangerously in the bivouac area, on pain of penalties up to and including exclusion from the race, to be decided upon by the College of Sporting Stewards.

5) Briefing

a) The briefing will be given by the Organisers' delegate and the participation of at least one of the crew members is compulsory for the first meeting and recommended for the following briefings. The Clerk of the Course will attend the briefing.

The information regarding safety and the route (amendments to the road book), dated and signed by the Clerk of the Course will be posted on the official notice board, before or at the latest during the briefings.

b) A general briefing will be held on 1st January 2011, at 10.00 am, at La Rural in Buenos Aires. The presence of at least one member of each race and assistance crew is compulsory (signature) on pain of a penalty of 500 €.

c) During the rally, a briefing will be held each evening at the bivouac at 08.00 pm, in the catering area. On the eve of border crossings and on the rest day, the briefing will be held at 07.00 pm. After the briefing, a summary will be posted at the PCO and at the catering. It will give important information and the GPS code of the next Leg.

6) Time Card

Document intended for the stamps, in chronological order, of the different control points scheduled on the itinerary.

7) CH (TC)

Time Control (see art. 36P).

8) Competitor

Physical or legal entity used for the physical or legal person who has entered the vehicle.

9) Manufacturer

A Manufacturer is one who manufactures vehicles which are homologated by the FIA, bear that manufacturer's name, and are on sale to the public.

Special editions of such vehicles are made for competition purposes and are in compliance with the FIA Appendix J, the present regulations and their appendices.

Manufacturers may enter cars bearing their name for competition purposes directly under their own management or contracted to an associated company.

10) PC (Passage control)

A control zone where the time card must be stamped by the marshals and which must be obligatorily a WPM, a WPE or a WPS.

11) Duration of an Event

The Event starts with the administrative checking and/or scrutineering (including, if applicable, checks on the spare parts of the vehicle) and ends upon the expiry of one of the following time limits, whichever is the later:

- time limit for protests or appeals or at the end of any hearings by the stewards;
- end of the administrative checking and post-event scrutineering carried out in accordance with the Code;
- end of the prize-giving.

12) DZ

The start of a speed control zone and, when possible, marked by a precise reference marker and by a WPS or WPE in the road book. In case of discrepancy between the two, the waypoint will be binding.

13) Crew

"Crew" means the first driver together with any co-driver(s). It is made up of a maximum of four persons (a maximum of 3 in T1 and T2, or a minimum of 2 and a maximum of 4 in T4) who must hold an FIA driver's and entrant's licence for the current year, valid for the Event.

14) Leg

Each part of the Event that is separated from the next by a bivouac stopping time of at least 6 hours.

After a driving time of between 12 and 20 hours, a halt of at least 6 hours is compulsory. A halt of at least 18 hours is compulsory after 10 Legs of the race, unless otherwise decided by the Stewards, upon proposal from the clerk of the course.

15) Exclusion

Sanction decided by the Stewards, further to a severe infringement.

16) FZ

The end of a speed control zone, marked by a WPE.

17) Pulse signal (speed control zone)

Following the permanent functioning of the GPS, a pulse signal is recorded in the GPS at least every 150 m and the speeding is displayed on the speed page "SPD" of the GPS.

At the finish of the Selective Section and/or on arrival at the bivouac, the control technician notes all instances of speeding, points them out and makes a crew member and/or the competitor sign for them.

18) Infringement (speed control zone)

An infringement consists of one or more instances of speeding in one and the same speed control zone, defined by a DZ and an FZ. A second infringement will come about when one or more instances of speeding have occurred inside a new speed control zone.

In case of a repeated offence during the Event, the 3rd infringement (in 3 different zones) may result, for all competitors, in penalties that may go as far as exclusion, depending on the excess speed noted.

19) Official itinerary

This is represented by the passage through each waypoint featured in the road book (WPV, WPM, WPE, WPS, DZ, FZ, CP).

20) Twinning with a motorcycle event

The interval between the last motorcycle and the first car must be at least 30 minutes as from the first leg that includes a selective section.

21) Neutralisation

Time during which the crews are stopped by the Race Control.

22) Information note

This is information given by the Organisers and/or Race Control to the crews who, after reading it, must confirm this by signature. This note will be made available to the competitors as soon as possible. An information note cannot amend any regulations.

23) Parc Fermé

Area in which no assistance, preparation, presence nor intervention is possible, except in the case of art. 41P.

24) Route

This is defined by the official road book of the Event, confirmed by the crew of the opening car.

The route is divided into legs consisting of one or more timed Selective Sections linked by road sections.

The dividing up of the Selective Sections must be such that the majority of competing crews can cover most of the route in daylight. It is prohibited to give the start of a Selective Section at night. The maximum length of the Selective Sections per Leg is set at 800 km.

25) FIA Technical Passport

Document issued by the competitor's ASN and authenticated by the FIA technical delegate, that identifies the presented vehicle with markings that must under no circumstances be removed. This passport must be presented on demand of the Scrutineers.

26) PCO / PC Course (Race HQ)

Race control (sporting and safety) and management of interventions.

27) Fixed penalty

a) A fixed penalty has been created to replace certain sanctions leading to exclusion for failing to respect certain clauses of the Regulations.

It allows the penalised competitor to continue the Event in normal competition conditions, although being severely sanctioned.

b) The fixed penalty is expressed in a time which is added to the penalties already incurred by the competitor.

c) The fixed penalty may be of a different figure for each selective section, road section or passage control, calculated according to the profile and the difficulty of each of these.

d) The total time attributed to the competitor affected by the fixed penalty, for each Leg, will be calculated by adding together the maximum time authorised for the selective section(s) or road section(s) not covered, increased by the fixed penalty of the day for the missing Section(s), as well as for any missing passage controls.

28) Sporting penalty

A sporting penalty means a penalty imposed for: speeding, missing a PC, or Waypoint, or unsporting conduct, or other violation committed on a Selective Section.

29) Regrouping (Parc Fermé conditions)

a) A halt scheduled by the Organisers to enable the theoretical times to be observed on the one hand and, on the other, to regroup the crews still racing. The regrouping time may vary according to the crews.

b) The new start will be given according to the order of arrival of competitors at the entrance of the regrouping Time Control. The first ten crews that arrive will start at 2-minute intervals.

30) Road Book

Each crew shall receive a road book, size A5, comprising a maximum of 5 horizontal lines of distances, drawings and information, containing characteristic notes and/or the compulsory waypoints, which they must observe on pain of penalties which may go as far as exclusion.

31) Road Section

Section of itinerary with a target time between two successive Time Controls.

32) Selective Section

Speed test in real time. Selective Sections may be run over a course exclusively reserved for the competitors in the Event.

Starts of Selective Sections are preceded by or twinned with a Time Control and followed by a Time Control after the finish.

33) Team and Team Manager

A Team is an entrant other than a physical person entering one or several vehicles.

A Team Manager is a person duly authorised in writing by the entrant to represent a team entered in an Event, with a competitor's licence issued in the name of this team.

(+ see article 31P5)

34) Estimated time

Time estimated by the Organiser to cover a Selective Section.

35) Target time

- a) Each Road Section will be covered within a target time, which the competitors must respect.
- b) Any crew arriving ahead or after the target time on the road section will incur a penalty given to the minute (art. 36P1.8).

36) Maximum time allowed

Maximum time given to each selective section. Any crew exceeding this time, without any tolerance, will receive a penalty ranging from the fixed penalty to exclusion. At that moment the control is said to be closed for the competitor concerned.

37) Change of the maximum time allowed

On the evening of a leg, if a certain number of competitors having started the Leg have not crossed the finishing line of the day's Selective Section, or if weather conditions stop the race being run under normal conditions, the day's maximum time allowed may be changed by the Clerk of the Course at the Stewards' discretion.

38) Real time

This is the time actually taken to cover the route of a Selective Section.

39) GPS Point - Waypoint (WPT)

A waypoint is a geographical point defined by coordinates of latitude and longitude. There are 4 types of waypoints: WPV, WPM, WPE, WPS.

Each waypoint noted on the road book is a compulsory passage point.

40) WPE (Eclipse waypoint)

A compulsory passage point memorised in the GPS and indicated in the road book, and the coordinates of which are not revealed to the competitors.

A point towards which the GPS, with all its capacities displayed on its screen, directs the competitor once the waypoint preceding this WPE has been validated, whatever the distance between the waypoint and the WPE. It works in the same way between several successive WPEs.

The starts and finishes of selective sections will be WPEs.

To validate their passage at a WPE, competitors must pass within at least 200 metres of it. If the WPE is a DZ or a FZ the radius of validation is then 90 metres.

41) WPM (hidden waypoint)

A compulsory passage point memorised in the GPS and indicated in the road book, and the coordinates of which are not revealed to the competitors.

The GPS directs the competitor towards this point only once he has come within a 400 meter-radius of it.

To validate their passage at a WPM, competitors must pass within at least 200 metres of it.

42) WPS (Way point safety)

A compulsory passage point, for safety reasons, memorised in the GPS and indicated in the road book, and the coordinates of which are not revealed to the competitors. It can be linked to a danger 3 (!!!), crossings of roads, gaz pipelines, railways etc.

The GPS directs the competitor towards this point only once he has come within a 3km radius of it.

To validate their passage at a WPS, competitors must pass within at least 90 metres to it.

43) WPV (Visible waypoint)

A point the coordinates of which are given to the competitors by the road book and memorised in the "GPS".

Towards a visible way point, all available information is displayed on the screen of the "GPS".

4P RULES

4P1 GENERAL

1) The Event is disputed in conformity with:

- The International Sporting Code of the FIA (the Code) and its appendices.
- The FIA Appendix J : articles 281, 282, 283, 284 (T2), 285 (T1) , 286 (T1.2), 287 (T4),
- The current specific regulations and its appendices,
- The FFSA regulations,
- The Score Regulations (OPEN): 2006-2010 Off Road Rules and Regulations (for the parts mentioned in the technical regulations in appendix).

Any change will be announced by a bulletin.

2) Any claims concerning this application or any case not provided for will be studied by the Stewards who alone have the power to decide.

4P2 LITIGATION

In case of litigation the Race Director and the College of Sporting Stewards may take into consideration television images, photographs and data downloaded from Iritracks, GPSs or Sentinels.

5P REGULATIONS AND PUBLICATION CONDITIONS

Not relevant to competitors

6P AMENDMENTS TO THE REGULATIONS - BULLETINS

1) The provisions of the Regulations may only be amended according to Articles 66 and 141 of the Code.

2) Any amendment or any additional provision will be announced by dated and numbered bulletins, signed:

- by the Organisers up to the day of scrutineering, and stamped by the FFSA,
- by the Stewards of the meeting throughout the duration of the Event. They will be an integral part of the Regulations.

3) Once the Event has started, any amendment to the Regulations must also be announced by a bulletin.

These bulletins will be posted at the PCO and on the official notice board(s). They will also be directly communicated to the crews, who must acknowledge receipt by initialling and must be distribute to competitors as soon as possible.

4) These bulletins are printed on yellow paper.

7P APPLICATION AND INTERPRETATION OF THE REGULATIONS

1) The Clerk of the Course is responsible for the application of the CSI, of the FFSA's regulations, of the specific regulations and its appendices during the running of the rally.

2) The clerk of the course must inform the Stewards of any important incidents that have occurred requiring the application of the present regulations, the CSI and the FFSA regulations.

3) Any protests lodged by a competitor will be sent by the Clerk of the Course to the Stewards for deliberation and decision (Art. 151 the the follwing of the Code).



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- 4) Similarly, any case not provided for in the regulations will be studied by the Stewards who alone have the power to decide (Art. 141 of the Code).
- 5) Anything not authorised by these specific regulations is forbidden.

8P QUALIFICATION OF AN EVENT IN AN FIA CUP

Not relevant

9P ELIGIBLE VEHICLES

9P1 GENERAL

1) The event is open to vehicles of a maximum gross weight of up to 3500 kg for Groups T1 and T2, and greater than 3500 kg for Group T4, in due possession of a registration certificate. These vehicles must comply with the safety specifications laid down by the International Convention on Road Traffic, by the FIA regulations, by the current regulations and their appendices. The event is open to Score vehicles as well (Technical Regulations art. 3P)

2) Series production vehicles which are not or no longer homologated in Group T2 may be authorised to take part in Group T1 with a T2 safety and preparation level. Vehicles must fully respect Article 284 (Group T2).

3) 4-wheel drive vehicle with central or rear engine

If a 4-wheel drive vehicle has a technical passport drawn up before 31/12/2005, clearly indicating the position of the engine, it will be accepted even if it has an engine situated to the rear of the middle of the wheelbase. No modification done after 31/12/2005 on the passport will be allowed.

4) For all technical information, please refer to the Technical Chapter of these current specific regulations and to appendix J of the International Sporting Code (articles 281, 282, 283, 284, 285, 286, 287).

9P2 ELIGIBLE VEHICLES

1) GROUP T1: IMPROVED CROSS-COUNTRY VEHICLES

- Group T1.1: Petrol 4x4 improved cross-country vehicles.
Group T1.2: Diesel 4x4 improved cross-country vehicles.
Group T1.3: Petrol 2-wheel drive vehicles.
Group T1.4: Diesel 2-wheel drive vehicles.
Group T1.5: Lightweight Petrol.

2) GROUP T2: CROSS-COUNTRY SERIES PRODUCTION VEHICLES

Vehicles homologated in the Cross-Country Group (vehicles must comply with the specific conditions for Group T2 vehicles – Appendix 2 of the FIA Prescriptions).

- Group T2.1: Petrol cross-country series production vehicles.
Group T2.2: Diesel cross-country series production vehicles.

3) GROUP OP: "OPEN"

(see details in the technical regulations appendix of the current regulations.)

The Organising Committee reserve the right to refuse any crew in this group.

Group OP.1: All vehicles conforming to Score Regulations.

A vehicle complying with the "Score" regulations may be accepted, on condition that the competitor provides evidence that his vehicle is recognised by the "Score International" organisation. The vehicle must bear a safety inspection seal according to article GT2 of the regulations governed by this organisation.

Group OP.2: 4 wheel drive vehicles more than 2.8 tonnes and less than 2.20 metres wide.



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4) CHALLENGE NRJ: "ALTERNATIVE ENERGY"

a) In the T1 and T2 Groups, there will be a challenge for Off-Road vehicles powered by alternative energy (biodegradable fuel, hybrides engines, ethanol, gas, hydrogen etc.).

Vehicles will be accepted in this challenge upon receipt of a detailed file, presented before 1st October 2010.

b) These vehicles must have sufficient range to cover the distance from the bivouac to the end of the selective section. For vehicles using biodegradable fuels, the fuel used to travel from the bivouac to the start of the selective section, as well as the selective section itself, must be the fuel declared at technical scrutineering.

c) Checks may be carried out at the start from the bivouac and / or the selective section, and / or at the end of the selective section. As a function of any infractions, penalties will be awarded at the discretion of the College of Sporting Stewards.

d) The Selection Committee reserve the right to refuse any vehicle and / or crew in this challenge.

5) GROUP T4: TRUCKS

Group T4.1: Series Production Trucks

Group T4.2: Modified Trucks

Group T4.3 : Series or Modified Trucks, corresponding to the technical specifications of Groups T4.1 or T4.2 and carrying out 'Rapid assistance' for one or several crews entered in the race (+see article 23P2).

The Organising Committee reserve the right to refuse any crew in this category.

In the Trucks' classifications, there will be a Challenge « under 10 litres » and a Challenge « 6x6 ». Trucks must comply with Appendix J – article 287, as well as the homologation regulations of T4 FIA Group (01/01/2008).

They must not be over 4.00 m high (official height of the bridges, electrical lines etc. in Argentina and Chile).

Trucks whose length is between 9 and 11 metres must pay a supplement of 500 €, those with a length of between 11 and 13 metres a supplement of 1 000 €. Please contact the organisers concerning vehicles over these lengths.

10P TYRES

1) For factory teams or teams supported by a manufacturer, with 4-WD vehicles, a single tyre pattern is authorised for each priority driver, during the whole race.

During scrutineering, the pattern must be registered and the drivers must name and provide drawings of the type of tyre (Patterns and Dimensions).

a) Only these tyres may be used during the Rally.

b) A pattern is associated with each dimension and, if left tyres are different from right tyres, their patterns must be symmetrical.

2) Two-wheel drive T1 vehicles must use tyres from a tyre manufacturer's commercial catalogue.

3) Re-grooving of tyres is forbidden.

4) Complete wheels must have a maximum diameter of 940 mm for 2-wheel drive cars and 810 mm for 4-wheel drive cars.



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11P DATA SYSTEM

Not relevant

12P CREWS

12P1 GENERAL

- 1) Any crew entered by a competitor holding an FIA international competitor's licence valid for the current year is eligible.
- 2) When the competitor is a legal entity, or in any case not part of the crew, the first driver named on the entry form will be held responsible, jointly and severally, for all the liabilities and obligations of the competitor, throughout the whole Event.
- 3) The full crew must be on board the vehicle throughout the entire duration of the Event, with the exception of the cases provided for in the Regulations. **If one member retires, or if a third party is admitted on board (unless this is to transport an injured person), the vehicle shall be excluded from the Event.**
- 4) During a Leg, transportation by land, water or by air of at least one member of the crew by the Organisers or by a third party will entail the exclusion of the crew concerned.
- 5) **The wearing of FIA homologated safety equipment (Appendix L, Chapter 3) is compulsory throughout the selective sections, on pain of immediate exclusion of the crew. The wearing of an FIA-approved safety harness is compulsory throughout the Event. Officials may carry out checks on the crews' safety equipment and clothing at the start of each selective section in the Event and at any other moment of the Event. In the event of non conformity, the start will be refused.**
- 6) **Crews and competitors enter the Dakar fully aware of the risks that such an event entails.**

12P2 TRUCK CREWS

A truck crew will be composed of a driver and a co-driver minimum, of a driver and 3 co-drivers maximum. They must all hold a 2011 FIA licence.

In the case of exceptional permission from the organisation, a truck may be authorised to start with only one crew member. A request must be made to the organiser before 1 October 2010.

In the case of a crew composed of 3 or 4 members, only 2 crew members may have the truck driving licence.

In the case of retirement of one or two members of the crew, the vehicle may be authorised to continue the race, upon autorisation from the College of Sporting Stewards, as a function of the circumstances.

13P OFFICIALS

13P1 LIST OF OFFICIALS

**President of the College of Sporting Stewards
Sporting Stewards:**

**Clerk of the Course
Assistant Clerks of the Course**

Josep BESOLI
Horacio RODRIGUES
Gonzalo CONCHA-LARRAIN
Jannich DAUBIGNE
Christian CHAMBRES
will be given on a bulletin
Alberto GONCALVES
Patrick PELAT
Stéphane LE BAIL



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Assistant Clerks of the Course Truck
Secretary of the Meeting
Technical Stewards:

Fabien CALVET
Virginie SOULAIRE
André OLIVIER
Thierry GARBI
will be given on a bulletin
Daniel RIAL
Leonardo AGUIRRE
Jordi PARRO
Jean-Claude CHABAUD
will be given on a bulletin
will be given on a bulletin
Olivier AUBRY

Crews' Relations Officers:

Safety Officer
Medical regulation

All members of the organisation holding an FFSA, FIA, ACA or FADECH official's licence will automatically be considered as judges of fact, with the exception of members of the College of Sporting Stewards.

13P2 CREWS' RELATIONS OFFICERS

1) The crews' relations officers will be easily identifiable by means of a distinctive marking (red jacket + marking on t-shirts).

They will be present:

- At scrutineering and administrative checks,
- At the start and finish of Legs.

2) **The mission of the crews' relations officers is:**

- To inform the crews and ensure permanent dialogue with them,
- To give accurate answers to all questions asked,
- To provide all information or additional clarifications in connection with the Regulations and the running of the Event,
- To avoid forwarding questions to the Stewards which could be solved satisfactorily by a clear explanation, with the exception of protests (for example, to clarify disputes over times).

14P ENTRIES

14P1 GENERAL

1) Anybody wishing to take part in the Event must send the race application file, duly completed, to the secretariat of the Event, along with the entry fees, and mentioning at least:

- the full name, nationality, address, licence n° (entrant and/or driver) and driving licence n° of each member of the crew,
- the characteristics of the vehicle, the group and class.

Competitors, 1st drivers or co-drivers of a nationality different from that of the Organisers' ASN must comply with Article 70 of the Code.

2) By the very fact of signing the race application file, the competitor and all the crew members submit themselves to the sporting jurisdictions specified in the Code and the regulations only. Crew members must sign the application request, by administrative checks at the latest.

3) Up to the moment a crew presents itself for administrative checks, any change of one or several members may only be made with the approval of the Organising Committee. After the start of administrative and technical scrutineering, the changing of 1 or several members of a crew may only be authorised by the Sporting Stewards.

4) Up to the moment of technical scrutineering, the competitor may freely replace the entered vehicle with another.



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- 5) Should it turn out, at the time of pre-race scrutineering, that a vehicle does not correspond in its presentation to the group in which it was entered, this vehicle may, upon the proposal of the Scrutineers, be transferred by the Stewards to a different group or be refused definitively.
- 6) The entry application will be accepted only if accompanied by the entry fees.

14P2 ENTRY REQUESTS

- 1) Admissible, upon invitation, all persons over 18 years of age.
- 2) The Organising Committee reserves the right to refuse the entry of a driver, co-driver, or a competitor (Art 74 of the International Sporting Code).
- 3) **Definition of an amateur: All car or truck drivers who have not featured on the ASO list of priority drivers, established by the organising committee and published after the scrutineering.**
- 4) Entry fees, cancellation of entry and requests for refunds: see Appendix N°1

14P3 START REFUSED

- 1) No crews refused a start due to failure to pass administrative checks or scrutineering will be eligible for refunds.
- 2) For refunds for additional services please refer to the general conditions of sale laid down by the different suppliers.

14P4 CANCELLATION OR POSTPONEMENT OF THE EVENT

1) In the case where it proves impossible to run the event, for whatever reasons, and particularly for the following non-exhaustive reasons such as; failure to obtain, or withdrawal of federation approval, failure to obtain authorisation to cross a particular country, political problems in one or other of the countries to be crossed, making it impossible to run the event, financial difficulties making it technically or sportingly impossible to run the event, embarkation, disembarkation or logistical problems making it impossible to transport competitors etc, A.S.O. will be liable only for funds paid.

Funds received by A.S.O. will be refunded by the 31 March 2011 at the latest.

2) In the case where the event is delayed, A.S.O. will inform each competitor immediately, by registered post, of the new programme for the race.

In the case where participants are unable to take part in the race, due to the change of date, they have a maximum of eight (8) days, from the moment the registered letter is received, to request, by registered mail, refund of funds paid to A.S.O.

This refund will be paid by 31 March 2011 at the latest.

- 3) In all cases participants may only claim a refund of funds paid.

15P IDENTIFICATION

1) The Organisers shall supply each crew with a set of identification plates comprising 2 rally plates and 3 panels bearing the race numbers and called number plates.

2) Throughout the duration of the Event, the plates must be affixed according to the present regulations. In no case may they cover, even partially, the vehicle's licence plates.

3) The number plates, (50 cm wide x 52 cm high), must be affixed to the right and left sides of the vehicle, on the area situated between the wheel arches, provided that they are totally visible from the side, as well as on the roof of the vehicle, legible from the back.

They bear the race number, the name of the Event and possibly the name of the Organisers' main sponsor. 26 cm x 50 cm are for compulsory organiser's advertising

- 4) 2 "rally" plates must be positioned legibly in a visible position during the whole event. They must be fixed at the front and the rear of the vehicle, parallel the axis of the wheels, without covering, even partially, the vehicle's license plates and, except for the manufacturer's acronym, the plate must be the first inscription legible from the front above the line of the headlamps. They incorporate the competitor's race number in figures 4 cm high and with a stroke thickness of 1 cm.
- 5) At any time during the Event, the absence or faulty positioning of a plate may incur, on certification, a cash penalty equivalent to 10% of the entry fees (per person), on condition that the Organisers provide these plates. The absence or faulty positioning of 2 or more plates at the same time may result in a cash penalty equivalent to 20% of the entry fee (per person).
- 6) The names of the 1st driver and his co-driver(s), plus their national flags (nationality of the licence), of a height of 30 - 50 mm, must appear on both sides of the front wings or front doors of the vehicle. Any vehicle failing to comply with this rule may be subject to a cash penalty, on certification, equivalent to 10% of the entry fee (per person).
- 7) An identity bracelet, on which will be printed **the phone number of the PCO (+33.1.41.33.15.81)**, will allow the identification of crews. Failure to wear this bracelet will result in a penalty of 10% of the entry fee (per person). In the case where the bracelet becomes damaged the person must request a replacement from the competitors' service, in exchange for the damaged item.

16P ADVERTISING AND IDENTIFICATION

16P1 GENERAL

- 1) Competitors are allowed to affix any kind of advertising to their vehicles, provided that:
- it is authorised by the FFSA and the FIA regulations and the legislation of the countries crossed,
 - it is not likely to give offence,
 - it does not encroach upon the spaces defined below reserved for rally plates, number plates and windscreen strips,
 - it does not interfere with the crew's vision through the windows,
 - it does not express either a religious and/or political opinion.
- 2) The places reserved for the Organisers for collective advertising which may not be bought are situated on:
- The number plates where the Organisers' advertising must be affixed on a strip measuring 26 cm x 50 cm, which may be divided above and/or below the numbers.
 - 1 set of rally plates, of which 9 cm x 43 cm is reserved for the Organisers' advertising.
 - Two strips to be affixed on each side of the upper part of the windscreen, 10 cm high by 25 cm long.
- 3) The Organisers' optional advertising will appear on two 50 cm wide x 52 cm high plates which cannot be subdivided, to be affixed on the right and left sides of the vehicle, on the area situated between the wheel arches provided that they are totally visible from the side.
- 4) **For competitors who refuse the Organisers' optional advertising, the amount of the entry fees per person will be increased by 60%, i.e.: 15.360 € inc taxes for a car and 23.040 € inc taxes for a truck.**
- 5) The crews must ensure that the advertising is properly affixed throughout the running of the Cross-Country Rally. If compulsory or optional advertising is absent or wrongly fixed, a penalty of 10% of the entry fee per person will be incurred for a first offence, and 100% of the entry fee for each repeated offence.

16P2 SPECIFICS

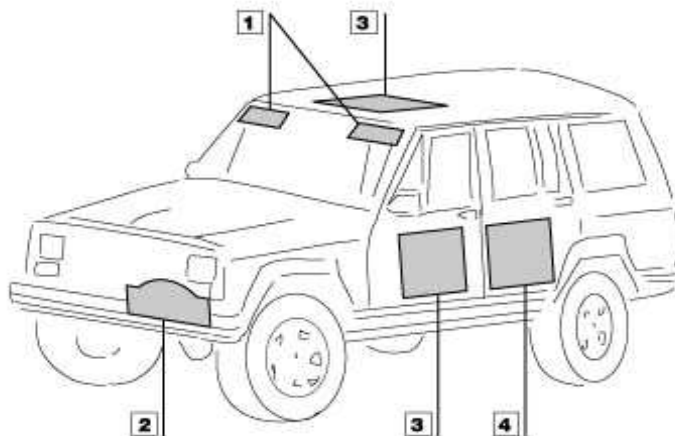
Competitors are required to provide sufficient space to conform to the above regulations, with all modifications to stickers forbidden (cutting etc.)

Buggies must present details of where they propose to place publicity plates 30 days before the start.

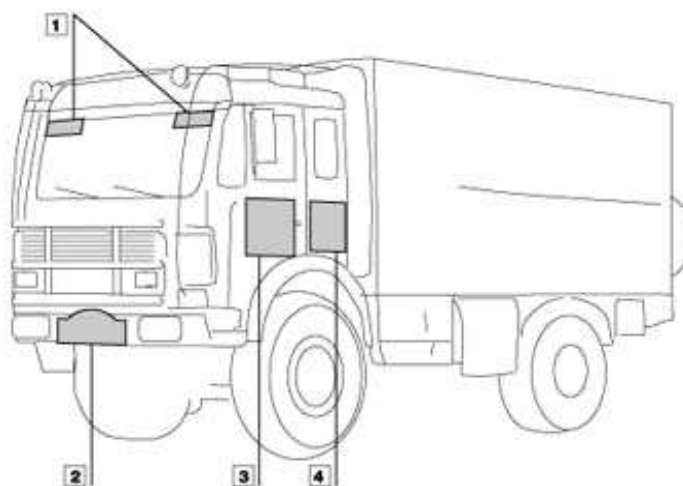
List of organisers' advertisers = will be communicated on a bulletin.

Optional advertising = will be communicated on a bulletin.

1 – 4x4 Traditionals



2 – Trucks



- ① 25 cm of windscreen 'sun' visor strip at each extremity, by 10 cm high, compulsory.
- ② 2 Rally plates, 43 x 21.5 cm, at the front and rear of the vehicle, compulsory.
- ③ 3 race number plates, 50 x 52 cm, compulsory. That of the roof must be legible from behind.
- ④ 2 organisers advertising panels, 50 x 52 cm, optional.

16P3 COLOUR OF THE PLATES AND PANELS

So as to easily differentiate different groups, plates will be of different colours:

- T1, Open, and T4 : **white plates**
- T2 : **pink plates**
- Assistance vehicles : **yellow plates**



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17P MARKING

17P1 GENERAL

1) The engine block, chassis and GPS, identified with a mark during scrutineering, and the crew are associated with and identified by a race number; these four elements can be neither changed nor replaced during the running of the Event (except for cases expressly provided for in the present regulations).

2) Any anomaly discovered, and in particular identification marks presented as original and untouched which have been tampered with, may entail the exclusion of the crew, as well as that of any other competitor or crew who has helped or been involved in the commission of the infringement. This will not prejudice any demands which may additionally be made to the competitor's or accomplice's ASN concerning the imposition of heavier sanctions.

17P2 ALL GROUPS

1) Before arriving at scrutineering, all competitors must provide, on the parts listed below, a hole allowing fixing of seals, on pain of being refused a start. The competitor is responsible for the existence of all marks and seals during the event.

The absence of a hole allowing the passing of a seal will incur a penalty of 150 € by missing hole.

2) Engine Block

A hole allowing the passing of a seal (diameter = 3,5mm minimum).

3) Air Intake Restrictors

For all engines, a hole allowing the passing of a seal to mark the engine air intakes (diameter = 3,5mm minimum).

17P3 T1 GROUP

1) Suspension travel

Bump stops. A hole allowing the passing of a seal (diameter = 3,5mm minimum). The hole must be placed in a way that it is not possible to adjust the suspension travel without breaking the seals.

2) For factory teams or teams supported by manufacturers, some holes allowing the passing of a seal should be drilled on gearbox casing, differential casing and transfer box, so that gear ratios, crown wheel and pinion or drop gear may not be removed from their housings without breaking the seals.

18P ALLOCATION OF RACE NUMBER

The Organising Committee is the only entity apt to attribute race numbers.

Race numbers will be attributed on the basis of the following criteria:

- drivers featuring on the ASO list of priority drivers and / or drivers linked to a manufacturer.
- results obtained on preceding Dakars and/or on Dakar Series and/or on World Cup for Cross Country Rallies (except Bajas)
- sporting or media notoriety of a driver and/or team
- category and class of vehicle (T1, T2, OPEN, NRJ, 2 or 4 wheel drive etc.)

19P DRIVERS' PRIORITIES

1) All drivers included on the ASO list of priority drivers shall be on it for the Dakar 2011. The list will be made every year and published after the scrutineering.

2) Priority drivers are either:**▪ Professional Drivers**

These drivers are drivers paid by a Manufacturer (or somebody else) to take part in an event. These pilots belong to factory teams or to teams supported by manufacturers : VW Motorsports and BMW X'Raid. ASO reserves the right to add any brand to this list up to the administrative checks.

▪ Amateur Drivers

These drivers, thanks to their results, appear on the ASO list of priority drivers.

20P STARTING ORDER**20P1 GENERAL**

1) If two or more selective sections have been run in the same Leg, the starting order of the next day's Leg will be drawn up by cumulating the times of these selective sections. In case of a dead heat, priority will be given to the crew who achieved the fastest time in the 1st selective section.

2) In the case of 2 or more successive selective sections, the start of the following selective section shall be based on the finish time of the previous selective section in hours, minutes and seconds, to which will be added the target time for the road section, if any.

3) The Clerk of the Course, when drawing up the starting order, will take into account only any sporting penalties that a competitor has incurred for infringements (missed PC, missed waypoint, speeding, unfair behaviour) committed during the preceding Selective Section, and which will be added to the time of the Selective Section(s) concerned.

This procedure is applicable provided that the penalties are noted down on the competitor's time card and/or established by any other means at the disposal of Race Control.

4) Any penalties incurred on the Road Sections shall be added to the general classification of the Leg covered.

5) In a case where a crew arrives early at the Time Control before a start for a Selective Section, no modification to the arranged starting order is authorised as a function of the cars present, and in all cases the starting time is the target check-in time at the Time Control + 5', even if it concerns the start for a Selective Section other than the first of the day.

Example:

Target check-in time at Time Control: 10h00; actual early arrival time: 9h54; theoretical starting time: 9h59; Actual starting time authorised = 10h05, which corresponds to the target check-in time + 5 minutes.

The marshal in charge of the start must ensure that this regulation is respected and make a report to the Clerk of the Course. Any infringement of this regulation may lead to a sanction imposed by the Stewards, which may go as far as excluding the crew concerned.

20P2 STARTING ORDER**1) Starting Order**

a) For the 1st Leg, the cars will start in the order of the race numbers; the first 20 every 3 minutes, the following 20 every minute, and every 30 seconds for the remainder. Trucks will start behind the cars, the first 5 every 2 minutes, and every minute for the remainder.

b) From the 2nd Leg, the competitors will start in order of the previous day's selective section's results; the first 10 cars every 2 minutes, the following 10 every minute, the remainder every 30 seconds.

The T4.1 and T4.2 trucks will start in the order of the combined overall car / truck results of the selective section of the previous day, whenever possible.

When this is not possible, the T4.1 and T4.2 trucks will start behind the cars, the first ten every 2 minutes, every 30 seconds for the remainder.

The T4.3 trucks will always start behind the cars, every 30 seconds.

2) Mass starts

On one or several legs, mass starts may be given. In such a case starting order and gaps will be subject to a bulletin.

3) Gaps:

The gap between the last motorcycle and the first car will be a minimum of 30 minutes and a maximum of 2 hours.

The gap between the last car and the first truck will be fixed at the end of the reconnaissance and will be given out at scrutineering.

4) Timing (itinerary / schedule)

The starting order and starting gap for each stage will be specified on the timing (itinerary / schedule) given out during administrative checks.

The starting order and starting gap for the podium start (1st January) and podium finish (16th January) will be subject to an information note.

5) Posting of starting orders

On the evening of each leg, the starting order of the first 20 will be posted at 7.00pm. Competitors who have not arrived by 10.00 pm will start after the others, in the order of their starting order of the previous day.

The start list of all competitors will be posted at 11.00 pm at the latest.

20P3 RECLASSIFICATION

For safety reasons, at the end of each leg, and for all reclassifications, the sporting stewards may reposition, at their discretion, the ASO priority drivers and/or the first 20 overall in the car category, the first 10 overall in the truck category, in regard to the starting order of the following leg, upon request of the competitor to the Clerk of the Course, before 09.00 pm. During the whole event, reclassification will only be allowed twice per crew. In no case can such a repositioned car start in front of a car appearing among the first twenty cars in the start list of the Leg. In no case can such a repositioned truck start in front of a truck appearing among the first ten trucks in the start list of the Leg.

21P ROAD BOOK AND NAVIGATION - GENERAL

1) The route of the rally is described in the road book given to the competitors. It is validated by the Opening team during the verification of the route.

2) The competitors are obliged to be equipped with one or two GPSs downloaded with the Waypoints given by the Organiser. When a crew uses two GPSs, it must indicate in writing, at scrutineering, which of the two must be considered as the official one. If the official GPS is broken, the second GPS becomes the official one.

3) Various compulsory passage points (Waypoints) noted during reconnaissance feature in the road book and are validated on the passage of the opening car.

4) **Between two compulsory passage points, the route described in the road book is not obligatory but strongly recommended. Only this route is opened and validated by the opening team.**

5) The route will remain secret until the road book is distributed to crews.



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6) From 1st May 2010, reconnaissance of the route, logistical reconnaissance (visit of stage towns and hotels) and tests giving even a minor advantage are forbidden, in any form, in all the countries to be crossed by the event, for all the competitors who have entered or who are intending to enter, and for any person having a link whatsoever with a competitor entered or intending to enter.

The participation in national races will be the subject of a detailed authorisation demand to ASO's sporting department, who will decide, according to received information, whether they authorise the participation in these races or not.

Not respecting these rules will lead to the start being refused for the drivers / co-drivers concerned, notwithstanding other possible sanctions imposed by the ASN of the competitor.

7) The complete route is checked by the opening car.

8) The distance of the Legs will be given to the competitors mid November 2010.

22P ROAD BOOK

22P1 ROAD BOOK LEXICON

	ROUTE	ROAD
	ROUTE avec séparateur central	DUAL CARRIAGEWAY
	PISTE TRACÉE	TRACK
	HORS PISTE	OFF TRACK
	ATTENTION	1 DANGER
	DANGER	2 DANGER
	GROS DANGER	3 DANGER
	CUVETTE	DIP
	BOSSÉ	BUMP
	COMPRESSION	COMPRESSION
	SAIGNÉE	DITCH
	RADIER	STEP
	MARCHE EN DESCENTE	STEP DOWN
	MARCHE EN MONTEE	STEP UP
	DESCENTE	DOWNHILL
	VERS	TOWARDS
	MONTEE	UPHILL
	TROU EFFONDRE	HOLE COLLAPSE
	ORNIERE	RUTS
	ONDULATION BOSSÉE	UNDULATION
	SUR PONT SOUS PONT	ABOVE BRIDGE UNDER BRIDGE
	GUE	FORD
	TROU	HOLE
	CAIRN	CAIRN
	CITERNE	WATER TANK
	FIL BARBELE	BARBED WIRE FENCE
	CLOTURE	FENCE
	LIGNE ELECTRIQUE	ELECTRIC LINE
	DUNES	DUNES
	DUNETTE	SMALL DUNE
	PALMIER	PALM TREE
	ANTENNE	ANTENNA / MAST
	PORTAIL BARRIERE	GATE BARRIER

	OUED	OUED / WADI
	LANGUE DE SABLE	SAND SPIT
	BORNE	KILOMETRE MARKER
	CIMETIERE	CEMETARY
	FUT	BARREL
	PANNEAU	SIGNPOST
	MAISON	HOUSE
	FORT	FORT
	POTEAU FIGUET	POST
	PNEU	TYRE
	PUIT	WELL
	RUINES silhouette à decerner	RUINS Individual drawing for each
	MONTAGNE silhouette à decerner	MOUNTAIN Individual drawing for each
	DEBUT de Zone FIN de Zone vitesse limitée	START of Zone END of Zone controlled speed
	Limite de VITESSE	SPEED LIMIT
	STOP	STOP
	DEVERS	CAMBER
	DEPART	START
	ARRIVEE	FINISH
	CHRONO	CLOCK
	ESSENCE	FUEL
	PHOTO	PHOTO
	CP	PC
	DEBUT ZONE D'ASSISTANCE	START OF ASSISTANCE ZONE
	FIN ZONE D'ASSISTANCE	FINISH OF ASSISTANCE ZONE
	VILLAGE	VILLAGE
	WAYPOINT MASQUE	WAYPOINT MASKED
	WAYPOINT ECLIPSE	WAYPOINT ECLIPSE
AD	A DROITE	ON THE RIGHT
AG	A GAUCHE	ON THE LEFT
D	DROITE	RIGHT
G	GAUCHE	LEFT
SA	SABLE	SAND

GV	GRAVIER	GRAVEL
G/D	GAUCHE / DROITE	LEFT / RIGHT
D/G	DROITE / GAUCHE	RIGHT / LEFT
MVS	MAUVAIS	BAD
EMP	EMPIERRE	STONY OR ROCKY
DEF	DEFONCE	ROUGH
ORN	ORNIERE	RUT
SER	SERRE	TIGHT
HP	HORS PISTE	OFF PISTE / OFF TRACK
HP	HORS PISTE INTERDIT	OFF TRACK FORBIDDEN
OUED	OUED	OUED / WADI
E3	ETROIT	NARROW
DS	DANS	IN
IMP	IMPERATIF	IMPERATIVE
QT	QUITTER	LEAVE
GD	GRAND	BIG
NBX	NOMBREUX	MANY
RLT	RALENTIR	SLOW DOWN
±V	PLUS OU MOINS VISIBLE	MORE or LESS VISIBLE
S	SINUEUX	TWISTY
PP	PISTE PRINCIPALE	MAIN TRACK
TD	TOUT DROIT	KEEP STRAIGHT
RO	ROUTE	ROAD
TDSPP	TOUT DROIT SUR PISTE PRINCIPALE	KEEP STRAIGHT ON MAIN TRACK
TDRPP	TOUT DROIT SUR ROUTE PRINCIPALE	KEEP STRAIGHT ON MAIN ROAD
P//	PISTES PARALLELES	PARALLEL TRACKS
P	PISTE	TRACK
C	CAP	BEARING
TJS	TOUJOURS	ALWAYS
VG	VEGETATION	VEGETATION
CX	CAILLOUX	STONE
EFF	EFFONDRE	COLLAPSED
RP	REPRISE REPRENDRE	TO TAKE



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22P2 ROAD BOOK

- 1) All crews will receive a road book which will indicate the itinerary which has been reconnoitred and which will be 'opened' and 'swept'. It will indicate compulsory points of passage (WPVs, WPMs, WPEs, WPSs, DZs, FZs, CPs) which must be respected on pain of incurring penalties up to and including exclusion from the race.
- 2) A selective section or road section taking place on an existing track will appear in the road book as a continuous line.
A selective section or road section taking place off-track will appear in the road book as a dotted line.
- 3) It is authorised to carry in the car, only the route notes for the current Event (official road book), the modifications proposed by the opening car, which may be integrated into the road book and personal notes resulting from a previous passage (whatever direction) in the current event. Maps are allowed inside the car with the exception of photographic satellite maps. No notes will be authorized on the maps.
Competitors who do not respect these rules will be refused a start or be excluded from the race.
- 4) The road book for the first leg will be issued at the briefing on 1st January 2011 at 10.00 am at Buenos Aires.
Those of the following legs will be issued each evening for the next day at the time control situated at the finish of the leg, except during the rest day when the road book for the following stage will be issued from 14.00.
They will remain the property of the competitor.
- 5) Following the passage of the organisers' 'openers', any modifications will be posted each evening before 06.00 pm, at the PCO, at the bivouac, in the catering area and at the Malles Moto, under the control and responsibility of the Clerk of the Course (Art 30P).
- 6) **Competitors must, in all cases, adapt their driving to the condition of the terrain which will change frequently. The greatest attention must be paid at all times, whatever the type of route (selective sections, road sections, off track,...).**

23P OFFICIAL ITINERARY

23P1 GENERAL

- 1) The official race itinerary (Selective Sections and Road Sections) is recorded in the GPS(s) supplied to competitors. The chronological validation of each Point (WPV, WPM, WPE, WPS, DZ, FZ, CP) localised on the road book guarantees the respect of the route by competitors. Each point will be numbered in chronological order on the road book and in the GPS.
WPSs will be positioned on the route to guarantee the passing of some sensitive points, such as: dangers 3 (!!!), crossings of roads, gaz pipelines, railways etc.
- 2) In case of a change of itinerary, the list of compulsory passage points that is downloaded in the GPSs will be automatically modified upon arrival at the bivouac or at the start of the Leg.
- 3) With the exception of the bivouac's coordinates, no coordinates of waypoints will be communicated.

23P2 RESPECT OF THE ITINERARY FOR T4.3 VEHICLES

- 1) If a T4.3 vehicle has carried out assistance on another vehicle in the race and reaches the bivouac out of time and by a different itinerary (marked track or tarmac), a fixed penalty of 50 hours will be awarded and will be taken into account for the start order of the following leg.
The T4.3 vehicle concerned must imperatively indicate its leaving of the itinerary to race control (PCO) via the Iritrack telephone and give the number of the vehicle on which it is going to carry out assistance, on pain of being excluded.

2) A T4.3 vehicle that is too late to take the start, after having carried out assistance and on having informed the PCO by telephone, may be authorised not to do the leg and to retake the start of the following leg. This authorisation will be sanctioned by a penalty of 100 hours minimum and will only be given once during the rally.

3) The vehicles concerned by this article must respect the rules governing speed limits imposed on assistance category vehicles. They do not risk being excluded for missing waypoints.

23P3 « PUBLIC » ZONES

1) « Public » zones will be positioned alongside the route, on one or several points of the selective sections, depending on the Legs. They will be intended to regroup the spectators. These zones will feature on the road book. Particular vigilance is requested by the competitors while crossing these zones.

2) Assistance vehicles are not allowed to go there, except if these zones feature on the route of their day's road book.

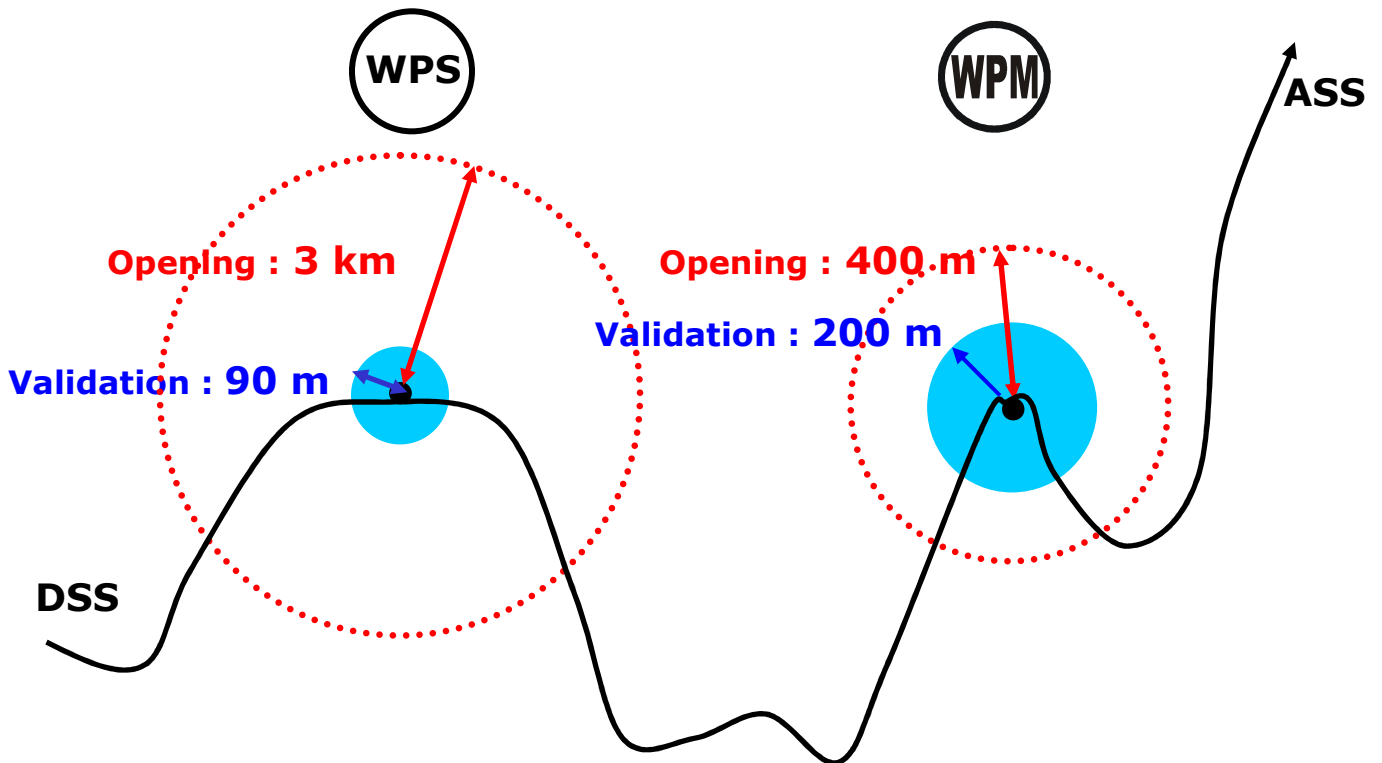
3) Signposting will be forbidden, on pain of penalties that may go as far as exclusion from the race.

24P FUNCTIONING OF THE GPS

24P1 GENERAL

1) The « GPS » uses the system of Visible (WPV), Hidden (WPM), Safety (WPS) and Eclipse (WPE) Waypoints.

To satisfy the navigation regulations, the WPS and WPM work according to the following principle:



2) Between 2 WPM's or WPS's, the GPS will only show the compass heading and the speed. Once the competitors have entered the 400 m radius around a WPM or 3 km radius around a WPS, the GPS will display all the usual functions of a GPS: COG (Cap over Ground), SOG (Speed over Ground), CTW (Cap to Waypoint), DTW (Distance to Waypoint) ...

All this information will also be displayed on the screen of the GPS towards a WPE, once the preceding waypoint has been passed. In the case where the competitor has not validated the preceding waypoint, the information will be displayed on the screen, once the radius of 3km around the WPE has been penetrated.

3) Competitors must respect the chronological order of the waypoints of the leg concerned. If not the case the GPS will only display the compass heading followed and speed. However, the competitor can force the GPS to align itself on another waypoint using the key "W+" or "W-".

24P2 PENALTIES FOR MISSING WAYPOINTS

1) The range of penalties for each missing waypoint (WPV, WPM, WPE, WPS, DZ, FZ, CP) will be indicated on the road book.

In the case where the official itinerary is not respected (succession of missing waypoints representing a short cut), penalties may go up to exclusion from the race, as a function of the profile of the leg and the number of kilometres missed.

2) In addition to checking the time card, an analysis of the GPS and eventually of the Iritrack will be carried out to establish the route actually followed.

24P3 NAVIGATION

1) All navigation equipment of whatever type is controlled, especially GPS. The bringing and possession of any system not explicitly mentioned in these regulations is forbidden and will result in exclusion from the race and that irrespective of the mode and technology used to evaluate or estimate ones position.

2) G.P.S. (compulsory on board vehicles)

The mounting of a GPS of a single model, excluding any other type of GPS, supplied by the organisers' suppliers is compulsory.

This equipment must be mounted according to the instructions supplied. It is crews' responsibility to correctly install the necessary mechanical and electrical elements before technical scrutineering and that with the aid of the installation kits purchased from the named supplier. Electrical supply must be protected by a 3 amp fuse and give a steady continuous current of between 9 and 30 volts. The mechanical mountings must flexible and use the silent blocks supplied.

This equipment may be fitted twice.

This equipment is personalised and marked with a seal, with a series number attributed to a crew. No changes may be made without authorisation from the GPS supplier. Any exchange of equipment between vehicles is forbidden on pain of penalties up to and including exclusion from the race.

3) GPS compass heading, speed and odometer repeater (optional)

A sole model is authorised by the organisers and must be linked to the fixed GPS. The linking of all other models, or systems (with the exception of Speedox) to the GPS is forbidden, especially to computers or organisers of whatever kind.

This equipment may be fitted twice.

4) Mechanical Tripmeter of the competitors' choice (compulsory onboard vehicles)

A distance counter linked uniquely to the rotation of the wheels or the transmission shaft. This equipment must not be linked to any other piece of equipment making the use of this information by another piece of equipment possible.

This equipment may be fitted twice.

5) Odometer (function of the GPS Unik)

Counter of total distance, based uniquely on the calculation of the distances covered between each GPS measure (at least one per second). The Odometer is displayed in the ODO and OD+ pages of the GPS Unik.

6) Magnetic or electronic compass of the competitors' choice (optional)

Indicator of the compass heading of the vehicle, based on the earth's magnetic field. This equipment may include an internal electronic compensation system. The readout may be analogical and/or digital. This equipment must not be linked to any other piece of equipment allowing the use of this information by another piece of equipment. No connection is allowed that might allow the entry or supply of digital data.

This equipment may be fitted twice.

26P SPEED CONTROL ZONES - DEFINITIONS

1) Entry of a control zone

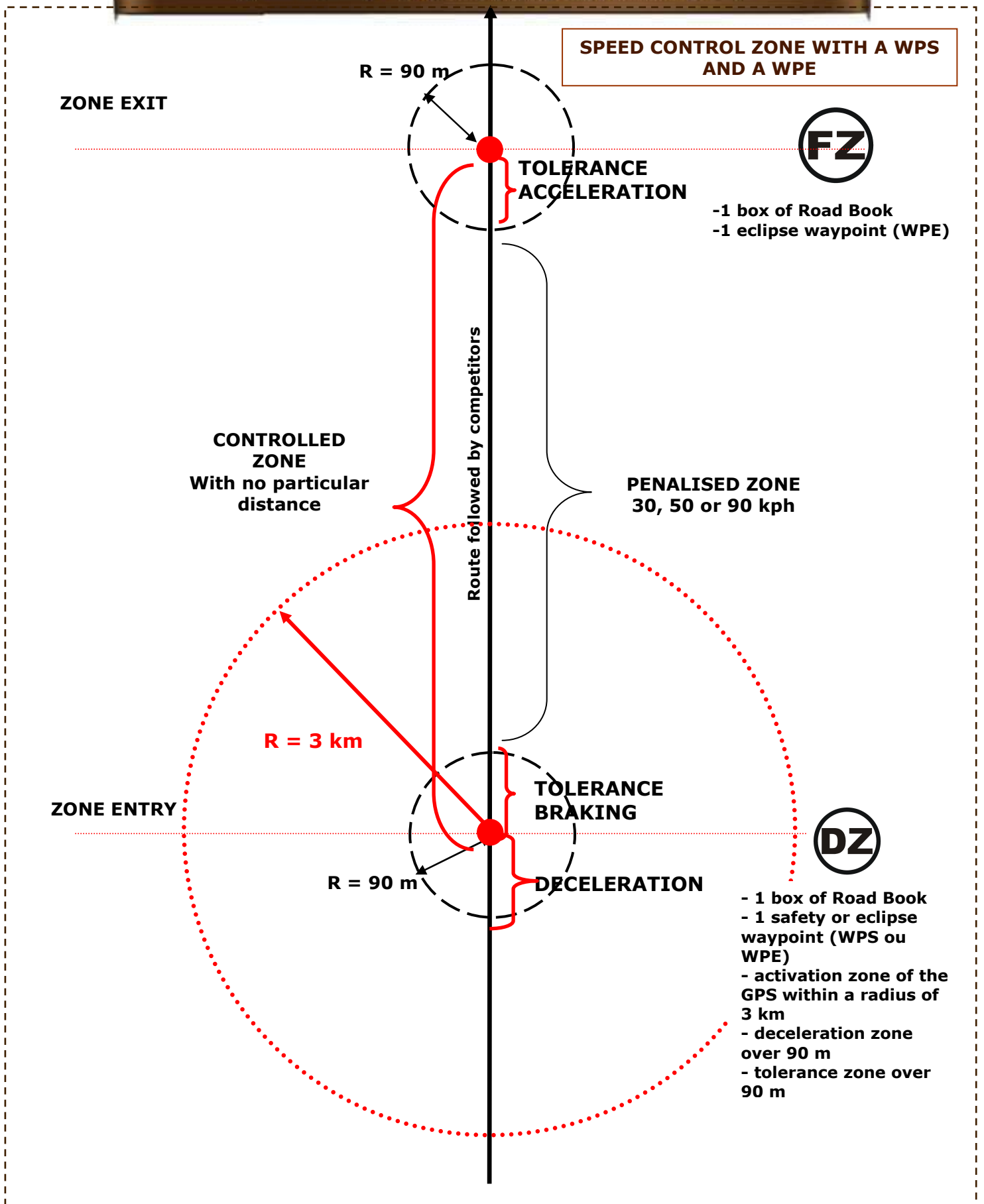
- The start of a speed control zone registered in the GPS will be indicated in the road book by a box marked: 'DZ' and by a safety or eclipse waypoint (WPS or WPE). To validate the entry of Zone « DZ », the competitor must pass at less than 90 m (radius around the waypoint « DZ »), on pain of penalties for missing waypoints (art. 24P2).
- In a radius of 3 kms of this point, the competitor's GPS will become active (DTW, CTW and arrow) so as to guide the competitor to this point;
- 90 m before this GPS point competitors will be informed by their GPS that they are approaching a speed control zone (deceleration);
- The 90metres after the GPS point is considered as a deceleration zone (zone of tolerance), before entering in the control zone.

2) The speed control zone

The control zone will appear permanently on competitors' GPS screens, once the entry waypoint is validated. The competitors can in no way claim not to know either the entrance or exit of the zone. The speed of a competitor will be limited to 30, 50 or 90 kph between the point of entry and the exit point of the zone, regardless of the route taken between these two points.

3) Exit of the control zone

- The end of a GPS speed control zone will be indicated on the road book by a box marked 'FZ' and by an eclipse waypoint (WPE).
- Around this point there will be a zone of tolerance of 90 metres so as to avoid any arguments concerning the measuring of speed.
- Competitors can reaccelerate from this point.
- The exit point of the speed control zone is a compulsory point of passage. To validate the exit of Zone « FZ », the competitor must pass at less than 90 metres (radius around the WPE « FZ ») (penalties: cf. art. 24P2).



27P CONTROL PROCEDURE

- 1) Throughout the duration of the rally the competitor is held responsible for the checking of the working order of the GPS(S) downloaded by the organisers.
- 2) The GPS(s) must be working and remain connected permanently with its power supply and aerial plugged in, throughout the entire leg.
- 3) Any incident that is the fault of the competitor (loss, destruction, switching off, etc.) and that makes it impossible to read the « GPS »* and/or any attempt at cheating or manipulation, noted by a GPS technician, under the responsibility of the Clerk of the Course, will result in penalties to be decided by the College of Sporting Stewards and may include exclusion from the race. Penalties applied will be identical to those for a crew who have failed to enter the day's code into their G.P.S.(s).
- 4) Checks will be carried out at the end of legs. The crew must put their GPS on the "CHECK" screen on their arrival at the TC. A page summarizing the infringements appears then on the screen. On stopping to clock in at a time control, the information contained within the GPS (missed waypoints, speed etc) will be automatically transmitted to the controllers by radio. In the case of an infringement only, the person carrying out the checks will note any infractions and these will be counter signed by a crew member or by the competitor. The controller will then hand out a copy to the competitor and will send a copy to the race direction.

If a crew has two GPSs working and only one of the two GPSs validates the passage of a waypoint no penalty will be given.

- 5) In the case of a protest, accompanied by the appropriate deposit, the competitor has half an hour after notification to make a written protest to the Clerk of the Course. The GPS(s) will then be dismantled and sealed by a GPS technician in the presence of the competitor (or their representative) before being examined by a GPS technician who will hand his/her report to the Clerk of the Course and to the competitor.

6) Control of the speed

In case of speeding, if a crew possesses 2 working GPS(s) and the 2 speeds recorded are different, the crew is penalised on the speed recorded on the GPS that has been declared by the team as the official GPS during scrutineering.

28P TRAFFIC-SPEED

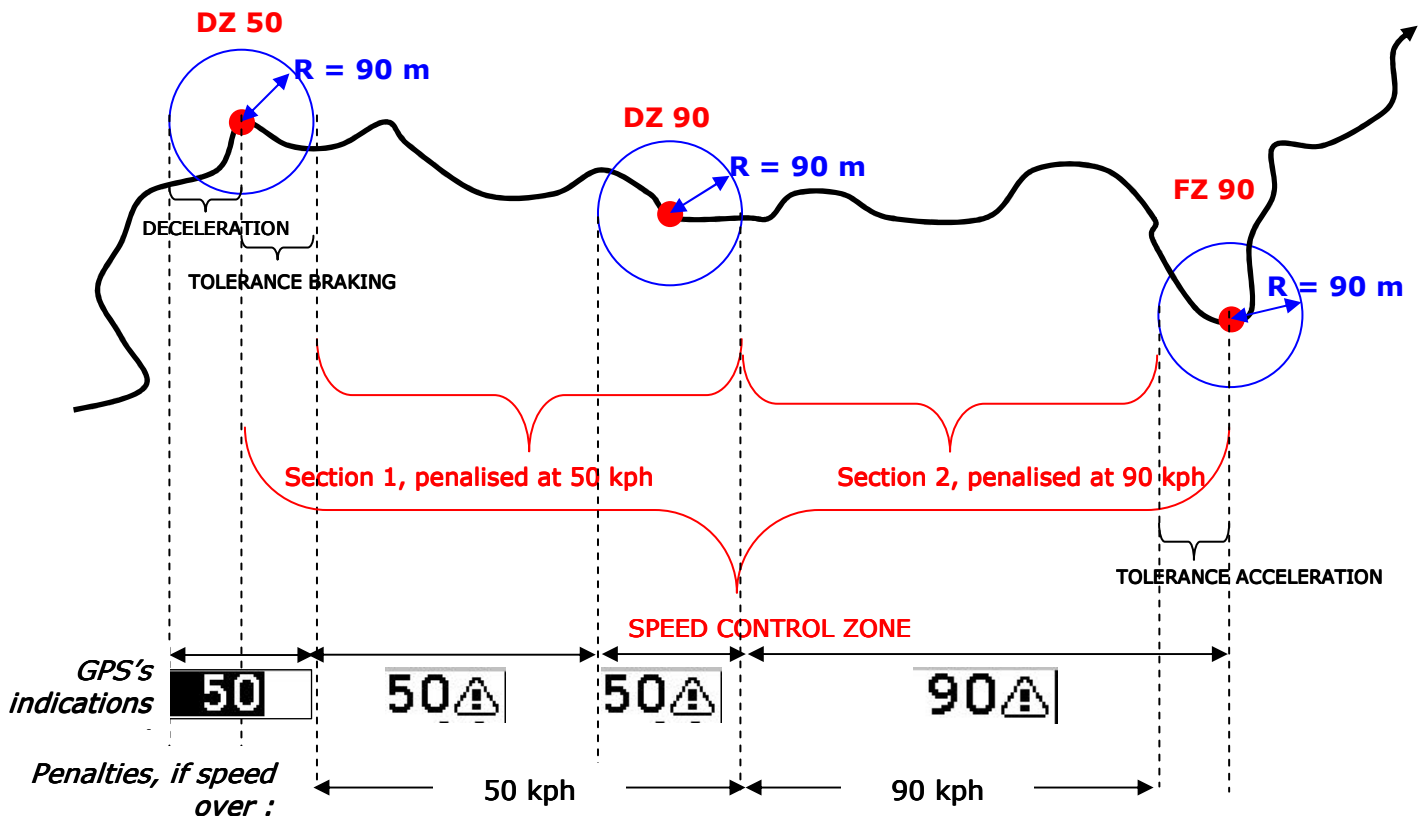
28P1 GENERAL

- 1) In the event of an infringement of the traffic laws committed by a crew participating in the Event, the traffic policemen, judges of fact or officials of the event having noted the infringement must inform the offender thereof as soon as possible. Should they decide against stopping or are unable to stop the driver in the wrong, they may request the application of the penalties provided for, subject to the following:
 - a) that the notification of the infringement is made through official channels and in writing, before the posting of the classification of the Leg during which the infringement was committed.
 - b) that the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, as well as the exact place and time of the offence.
 - c) that the facts are not open to various interpretations.
 - d) It is forbidden, under pain of exclusion:
 - To transport the vehicles
 - Deliberately to block the passage of the vehicles, or to prevent them from overtaking.
- 2) In both Argentina and Chile, all vehicles must have their lights on, when driving on the road.

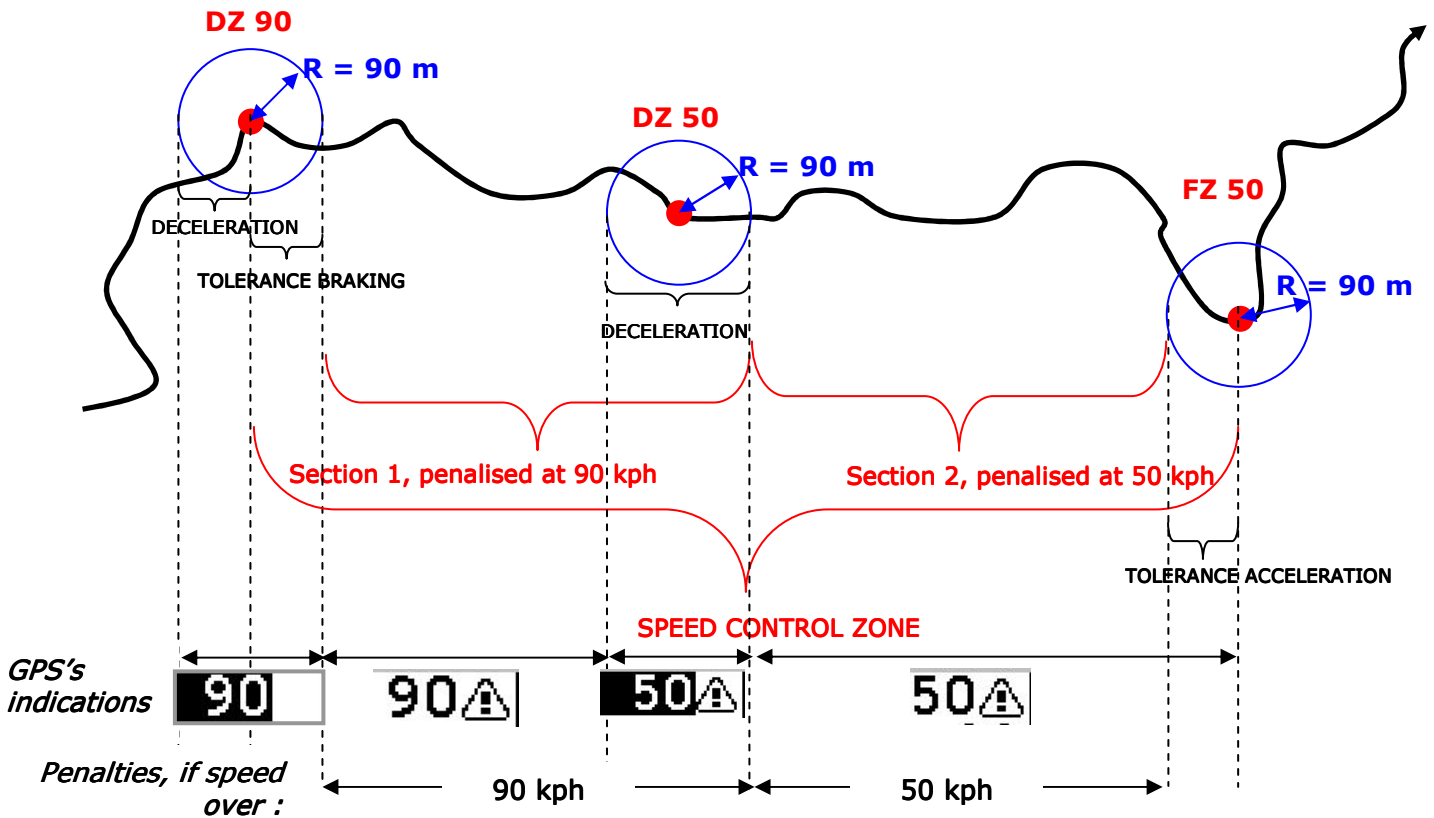
28P2 GOING THROUGH SPEED CONTROL ZONES

- 1) In areas defined as speed control zones, the speed of competitors both on Selective Sections and Road Sections is limited to 30, 50 or 90 kph.
- 2) If the local speed limit is lower, it applies. Also, it is the competitor's responsibility to adapt their speed to local population and traffic conditions.
- 3) Speed control zones will be indicated on the road book by the initials 'DZ' and 'FZ'.
- 4) The presence or absence of signposts indicating speed limits can on no account serve as an argument in case of dispute. Overtaking is authorised on condition that the maximum speed authorised in the zone is not exceeded.
- 4) In a speed control zone, if the 30, 50 or 90 kph limit is exceeded, a signal will appear on the GPS's screen to indicate excess speed and its recording. The GPS may be checked at the end of the selective section and/or upon arriving at the bivouac, according to exactly the same procedure as described in article 27P.
- 5) When speeding an impulsion is recorded in the GPS at least every 150 m and the speeds shown on the speed page of the GPS "SPD". On arriving at the end of the selective section and/or the bivouac a controller will note all speeding and indicate the offence to the competitor.
- 6) In the case of a speed control zone composed of two successive sections with two different maximum speeds, the maximum speed authorised in the radius of 90 metres around the entry waypoint of the second section will be the maximum speed of the first section (see diagram below).

2 SUCCESSIVE SECTIONS, INCREASING SPEEDS : 50 to 90 kph



2 SUCCESSIVE SECTIONS, DECREASING SPEEDS : 90 to 50 kph



28P3 PULSE SIGNAL (IMPULSION)

1) If the competitor disagrees with the infringements noted they must make a written protest, accompanied by a deposit, which they must then hand to the Race Direction within a half hour of notification, so that the GPS can be further examined.

2) Any speeding recorded by the GPS will be penalised by the Clerk of the Course, as follows:

- between 1 and 15 kph :
1' x the number of impulsions + a fixed amount of 100 €
- between 16 and 40 kph :
2' x the number of impulsions + a fixed amount of 200 €
- more than 40 kph :
1st impulsion: 20' + 300 €
2nd successive impulsion: 1 hour + 1.000 €
3rd successive impulsion: exclusion

3) NB: Fines must be paid within 24h00 after notification, on pain of being refused a start.

28P4 SPEED LIMITS – ROAD SECTIONS

On certain road sections (indicated by bulletins), the maximum speed may be limited. Penalties incurred will be identical to those of article 28P3.2.

28P5 TRUCK SPEED

1) Over the entire route, the speed of racing trucks is limited to 150 kph.

- 2) Any speeding over this limit, recorded by the GPS, will be penalised as follows:
- between 151 and 155 kph :
1' x the number of impulsions + a fixed amount of 100 €
 - between 156 and 170 kph :
5' x the number of impulsions + a fixed amount of 200 €
 - over 170 kph :

1 st impulsion:	20' + 300 €
2 nd successive impulsion:	1 hour + 1.000 €
3 rd successive impulsion:	Exclusion

29P DRIVER'S CODE

29P1 SENTINEL SYSTEM

1) With a view to making overtaking safer, the Sentinel system (a device that signals to a competitor that he can be overtaken) is compulsory for all categories.

2) **This system must be in operation throughout the running of each Leg and must be connected directly to the battery of the vehicle.** The operation of the system is the responsibility of the competitor.

If it is noted that the system is not in operation, through the fault of the crew, the following penalties will apply:

- 1 hour for competitors classified among the top 20 in the general Car classification, the top 10 in the general Truck classification, and/or ASO priority drivers.
- 300 € for the other competitors.

3) All competitors caught by another must do whatever is necessary to pull over and allow themselves to be overtaken.

In a selective section, any vehicle running which has received several audible warnings within a given time and which has not pulled over to allow the other vehicle to overtake may be sanctioned at the Stewards' discretion, following examination of the downloaded data:

- 15 mins for competitors classified among the first 20 overall in the car class and for the first 10 overall in the truck class and / or ASO priority drivers.
- 300 € for other competitors.

In contested cases a download will be carried out.

4) All contested cases will be treated by the College of Sporting Stewards, following an audition with the two parties concerned. Depending on the circumstances they may apply other penalties (time or financial), notably to the best placed crew of the team of the crew at fault.

5) In case of dispute, the data from the Sentinel is downloaded, after a written request to the clerk of the course, 30 minutes at the latest after the infraction has been transmitted.

6) The Sentinel system must be installed in the vehicle in such a way so that it is accessible and can be used by at least two members of the crew while they are seated and with their safety harness done up.

29P2 ACCIDENT

1) **In the case of an accident involving injuries, it is imperative that competitors inform the PCO by all possible means as quickly as possible so that appropriate means can be sent as quickly as possible.**

2) **As crew, if at least one of its members is conscious and capable of moving:**

- make the area safe by pushing the 2 alarm buttons on the Sentinel, so as to inform other competitors arriving in the area,
- push the red button on the Iritrack to inform the PCO of the accident
- push the blue button on the Iritrack to be able to communicate with the PCO and inform them of the situation

In the case of the Iritrack malfunctioning, if the competitor cannot communicate with the PCO, they must let off their distress beacon.

3) If the vehicle represents a danger to other competitors or, to make safe the area of the accident, a crew member must, after having pressed the 2 alarm buttons of the Sentinel, place a red reflective triangle in an appropriate position, at least 50 metres before the vehicle, so as to warn other competitors. All crews failing to respect this rule are liable to penalties at the discretion of the sporting stewards.

4) Any crew involved in an accident which results in physical harm will be subject to an investigation by the College of Sporting Stewards. Depending on the circumstances, penalties may be applied, including exclusion.

5) Any crew which fails to comply with the prescriptions of the present article 29P2 will be reported to the Stewards who may impose penalties as provided for in the Code.

29P3 ASSISTANCE IN THE EVENT OF AN ACCIDENT OF AN OTHER COMPETITOR

1) It must be remembered that ethics demand that a crew which sees that an accident has occurred must stop in order to provide assistance in the most appropriate manner until the rescue service arrives.

Also, it must be remembered that major means are implemented to shorten the intervention times.

2) Any crew that witnesses an accident placing another competitor in physical danger must in the following order:

- stop,
- make the area safe by pushing both alarm buttons of the Sentinel, so as to inform the competitors who arrive on the spot,
- press the red button on their Iritrack,
- give first aid to the crew members and get information on their condition,
- call the PCO via their Iritrack (blue button) to report the situation,
- wait for the rescue service or another competitor to arrive,
- press the green button on their Iritrack, to signal that they are leaving the scene.

If it is impossible to communicate with the PCO via the Iritrack, the crew arriving at the scene of the accident must let off the Sarsat distress beacon of the crashed vehicle, or if this cannot be found, their own distress beacon.

The crew who witness the accident, do not risk being excluded if they let off their own Sarsat distress beacon for the injured crew.

3) The total stopping time (if more than 3 minutes) between the 2 Iritrack alerts (red button on arriving and green on restarting) will be subtracted from the time taken to cover the selective section on same day, but only for the first two crews to stop at the scene of the accident, upon the request of the competitor to the Race Direction, made within a maximum of 30 minutes after finishing the day's leg.

The total stopping time can be checked and validated by the Iritrack and/or by the GPS Unik.

4) Any crew which fails to comply with the prescriptions of the present article 29P3 will be reported to the Stewards who may impose penalties as provided for in the Code.

29P4 DRIVERS' CODE

1) General

a) Competitors and crews must behave with respect both on the route and with regard to:

- citizens in the countries that are travelled through,
- other competitors,
- the organisers.

Any impoliteness which is proven will be subject to a penalty of €500.

b) Any incorrect, fraudulent or unsporting action carried out before or during the Event by the competitor or members of the crew will be judged by the Stewards, who may impose a penalty which can go as far as exclusion or allow an organiser to refuse the entry of the incriminated competitor(s) or to refuse them the start.

c) It is forbidden to leave wheels and/or punctured or damaged tyres on the itinerary of the route. Any competitor caught disobeying this rule will be penalised 1,000 € per tyre or wheel. Repeat offending will result in penalties up to exclusion from the race.

2) Transportation of spare parts

In order to comply with customs requirements, and to ensure there are no problems in crossing borders, or when embarking: all borders must be crossed with the same spare parts in the vehicle as declared at the outset. It is therefore strictly forbidden to sell or transfer any items being transported.

In addition to the risks incurred locally by failure to comply with the rules in force (fines, impoundment of vehicle / passengers, etc.), any crew found to have breached this rule will be fined €500 per item (e.g.: one tyre = €500). Any subsequent offence may incur penalties, including exclusion.

3) Sale / transfer of vehicle

If a crew abandons or leaves the rally, it is strictly forbidden from transferring or selling its vehicle in any of the countries crossed.

In addition to the risks incurred locally by failure to comply with the rule in force (fines, impoundment of vehicle / passengers, etc.), any crew found to have breached this rule will not be permitted to enter the Dakar rally for 5 years.

4) Crossing the Argentine / Chilean and Chile / Argentinean borders

For health reasons, it is strictly forbidden to take the following items from Argentina to Chile and from Chile to Argentina (SAG, act n°18755 1989, modified in 1994, act n°19283 – SENASA resolution n°295 in 1999 and resolution n°816 in 2002). Vehicles will be searched prior to crossing the border.

Prohibited products:

- Fruit, vegetables, herbs, plants, tubers, bulbs, grains, hay, twigs, soil, cut flowers, handicrafts, wood and other vegetable products, pesticides and fertilisers.
- Animals, birds, bees, honey, cheese, milk, meat and dairy or meat products, embryos, seeds, veterinary medicines (vaccines, diagnostic kits, antibiotics, medicated shampoo etc) or any other animal products or any animal food.
- Protected flora and fauna and / or by-products derived from species under threat of extinction, including threatened species of flora and fauna under the Convention on International Trade in Endangered Species (CITES)

In addition to the risks incurred locally by failure to comply with the rules in force (fines, impoundment of vehicle / passengers, etc.), any crew found to have breached this rule will be penalised with a fine from €500 up to exclusion.

5) Loss of vehicles (complete or partial destruction)

If a vehicle is lost (accident, fire, destruction etc.), the competitor must make a statement to the police or customs. This statement must contain the facts of what happened, the registration number, the race number, the contact details of the people involved and of the witnesses etc. A copy of this statement must be provided to the organisers.

Then, the competitors must approach the organisers to find out what to do.

The vehicle must be returned immediately to the port of Delta Dock in Buenos Aires where the local authorities will decide, depending on the state of the vehicle, whether it should be re-exported, destroyed, or whether cancellation of its temporary import is justified. Any additional repatriation costs must be paid by the competitor.

In addition to the risks incurred locally by failure to comply with the rules in force (fines, impoundment of vehicle / passengers, etc.), all infractions to this rule will lead to a request for sanctions to be imposed by the ASN of the competitor concerned.

In the case of damaged vehicles that came on the road, the competitors must approach the organisers to find out what to do.

6) Respect sensitive areas

a) In agricultural or forest areas, populated zones or zones that are sensitive from an environmental or safety stand point, the itinerary and all the boxes of the road book must be scrupulously followed. In particular it is forbidden to 'cut' corners by crossing fields, forests, orchards or marshes

- 1st infringement : 1.000 €
- Repeat offence: exclusion

b) So as to respect the crossed areas, it is forbidden to destroy the fences' gates located along the route. Judges of fact will be on spot.

All broken fences' gate will result in a penalty of €500.

All repeated offence will result in a penalty from €1.000 up to exclusion.

c) Certain areas of the itinerary are declared **SENSITIVE ZONES**. They will be mentioned on the eve of the leg concerned, at the briefing and on the briefing notes. They will be indicated on the ground by posts and 'plastic tape'.

A specific logo representing these sensitive areas will feature on the 3rd column of the road book (art. 29P5.6a and c).

All crews driving in these protected areas will be penalised in the following manner:

- 1st infraction : 1.000 €,
- repeat offence : exclusion from the race.

29P5 SATELLITE TELEPHONE / GSM

1) For safety reasons the presence of an Iridium satellite telephone and/or a GSM phone (except PDAs or GSM phones featuring a GPS function or maps) on board vehicles is authorised. Attention, network coverage may be very weak in places. It is preferable to be equipped with an Iridium satellite phone.

2) The number(s) of all SIM cards inside the car, for whatever type of communication system must be given to the organisers during administrative checks. Except in cases detailed in 3) below, in no case may telephones be in 'on' mode during selective sections. Spot checks will be made.

3) On selective sections, only in case of problems may telephones be used, only outside of the vehicle, with the vehicle stopped, to signal a retirement, an accident or a breakdown. Beforehand, the crew will have to inform the PCO of their situation via their Iritrack.

4) These telephones may be used from within side the car, only on road sections and only by the co-driver.

5) No permanent aerial, 'hands-free' kit, fixed installation or pre-wiring is authorised in the vehicle, except for the GPS(s) and tracking systems supplied by the organisation.

6) During selective sections no transmissions (to or from the vehicle) of the type SMS, MMS, or of data is authorised. All equipment (data cables, infra red, Blue Tooth, Wi-Fi or others) is forbidden.

7) Only the mode telephone is authorised. Spot checks will be made.

8) All infractions will result in penalties up to and including exclusion from the race.

29P6 RADIO AND TRANSMISSIONS

1) Only the following aerials will be authorised:

- For the race GPS, supplied by the organisers supplier,
- Iridium linked to the Iritrack and supplied by the organisers supplier,
- Radio aerials designed only to receive AM or FM public radio broadcast on authorised wavebands.

To the exclusion of all other type of aerial, linked or not, of type Standard C, D+, M, mini M, Argos, radios, telephones etc. All infractions may result in exclusion from the race.

2) Radios

All HF-VHF-CB transmitters and / or receivers or all other means of communication are forbidden throughout the entire rally itinerary aboard vehicles in the race. AM / FM radio receivers must be commercially available models and not modified. The wave length of FM receivers is limited to 88 – 108 Mhz. Spot checks will be made. All infractions will result in penalties up to and including exclusion from the race.

Only Walkie Talkies operating on one single frequency, used within the confines of the bivouac and supplied by the rally's official radio supplier (see appendix 3 – TDCOM) are admissible. If they are not supplied by the organisers radio supplier (TDCOM) authorisation must be demanded from the authorities of the countries crossed and the frequencies used must be given to the organisers.

3) Satellite links

All satellite links or other links between a race vehicle on a selective section and an exterior base or another vehicle, other than the Iritrack and the Sarsat distress beacon, are forbidden.

4) Data

All data transmission systems, that allow the tracking of vehicles and management of vehicle fleets is forbidden.

And that whatever the means or technical system used, on the pain of exclusion from the race, with the exception of Iritrack and Sentinel.

29P7 IRITRACK

1) The Iritrack is a system that allows vehicles to be followed by satellite, provided by the organisers and compulsory for all competitors.

The alarms and alerts may be let off either automatically or manually.

a) automatic mode:

- alarm following a violent shock (deceleration meter), followed by a stop of 3 minutes
- abnormal inclination (inclination meter) followed by a stop of 3 minutes.

b) manual mode:

- blue button: phone call to the race control (PCO)
- red button: accident with injuries
- green button: accident without injuries or breakdown

c) Alternatively, at any moment, when in doubt, the PCO can contact a competitor by telephone.

2) Throughout the Rally competitors are responsible for the correct functioning of their Iritrack. It must be functioning and stay permanently connected, with power cables and aerial connected throughout the length of each stage. Any incident caused by the competitor (loss, destruction, being switched off etc.) and / or all attempts of a fraudulent nature or manipulation will result in penalties, up to exclusion, to be decided upon by the College of Sporting Stewards.

29P8 ONBOARD CAMERAS

- 1) Competitors are obliged to accept the fitting of a kit (power cables and mounting bracket) and the fitting of onboard camera (+ sound) during the rally. These systems will be installed temporarily in vehicles as required by the organisers. All refusal will result in the start being refused.
- 2) Camera will switch on automatically during Selective Sectors and or Road Sections. Competitors will be informed that cameras are functioning via a light. The camera must function and remain permanently connected, with power cables and aerials connected, throughout the stage.
- 3) All incidents caused by competitors (loss, destruction, switching off etc.) and / or all attempts at fraud or manipulation will result in penalties to be decided upon by the College of Sporting Stewards.
- 4) No system for onboard images will be authorised on board the vehicles, except the onboard camera fixed by the organisers' supplier.

30P RECONNAISSANCE AND OPENING OF THE ROUTE

30P1 RECONNAISSANCE

- 1) The Organiser's reconnaissance crew will verify that the route is accessible to all vehicles (cars and trucks).
- 2) The reconnaissance team shall consist of persons showing significant experience of Cross Country rallies.

30P2 OPENING OF THE ROUTE

- 1) The organisers undertake to put in place a team, whose purpose is to check the entire route, a few days ahead of the race, under the responsibility of the Deputy Race Director.
- 2) The opening of the route will be done under the responsibility of a deputy clerk of the course managing the group and with the help of the designer of the official route. The driver of the opening car must have a significant background as an experienced driver of competition T1 cars on Cross-Country rallies.
- 3) The opening vehicles are equipped according to the "Reconnaissance and Route Opening Guidelines" of the FIA.

31P ASSISTANCE AND REFUELLING

31P1 GENERAL

- 1) During selective sections, any assistance except that expressly allowed in the supplementary regulations is forbidden (except between competitors still in the race).
- 2) Except in Selective Sections, during the entire duration of the rally, assistance carried out by assistance personnel is allowed only on the sections common to the competition and to the service vehicles.
- 3) Assistance Crews must keep exactly to the itinerary of road sections and service areas such as detailed in the road books which are available from the Organiser.
- 4) All infractions of the assistance regulations will incur penalties up to and including exclusion from the race. All assisted competitors are responsible for their assistance.

5) A competitor may be temporarily or permanently deprived of their assistance vehicle and the material it transports, depending on the gravity of the infraction committed.

31P2 AUTHORISED ASSISTANCE

1) Only vehicles / people officially entered in the race or as assistance vehicles / people are authorised to transport assistance materials that must weigh no more than the weight limit imposed by the International Highway Code.

2) **Assistance is authorised:**

a) **On the route of a Selective Section:**

By the crew of a car, a motorcycle or a truck officially entered in and still in the race.

By an assistance category vehicle, after the closure of the control at the end of the selective section and after having informed the organisers.

b) **On the route of a road section:**

By the crew of a car, a motorcycle or a truck officially entered in and still in the race. By vehicles in the assistance category, when the assistance vehicles have the same itinerary to that of the race. Refuelling with petrol or diesel out of an assistance car is not allowed.

c) **Between the end of a leg and the start of the following leg (at the bivouac):**

By the crew of a car, a motorcycle or a truck officially entered in and still in the race and by vehicles in the assistance category.

On the rest day, by mechanics entered in the ASO assistance plane.

It is authorised for persons entered as assistance to freely take race vehicles out of the bivouac for the purposes of refuelling, washing or for testing (the Iritrack must be switched on).

d) **At the bivouac, after the start of the Selective Section:**

Once the competitor has taken the start of the Selective Section, assistance at the bivouac (under conditions described in point c) is authorised providing the competitor does not return to the bivouac in the opposite direction to the rally itinerary.

Where there is only one piste, all returning to the bivouac is forbidden, on pain of exclusion from the race.

In the case of off-piste, for safety reasons and so as not to meet vehicles coming in the other direction, competitors must move away from the tracks to the bivouac, without incurring penalties.

e) **In authorised zones:**

Assistance zones may be allowed and will be shown in the race and assistance road books.

31P3 AUTHORISED AIRBORNE ASSISTANCE

For mechanics authorised to go to the rest day, places will be available in aircraft chartered by the organisation and may be reserved up until 30th July 2010. For the rest day, these passengers must not carry spare parts or tools, on pain of exclusion of the vehicle or vehicles of the competitor concerned. They may only be entered by a competitor already entered in the race.

31P4 PENALTIES FOR FORBIDDEN ASSISTANCE

1) A team put in place by the organisers on the itinerary and at the bivouac will be dedicated to checking all forms of forbidden assistance and will be authorised to apply the following penalties:

2) Assistance carried out by a non accredited vehicle or person will lead to the following penalties :

- 1st infringement : obligation for vehicles and/or the persons concerned to be accredited with the organisation or to leave the itinerary of the rally + a 3 hour penalty for the competitor concerned, 6 hours on a selective section.
- 2nd infringement : exclusion of the competitor concerned

- 3) Carrying out assistance on a selective section (vehicle and/or person registered in the assistance category) will lead to penalties from 6 hours to exclusion. All repeat offences will lead to exclusion.
- 4) Any presence of an assistance on a road section, a start or a finish of a selective section when they do not feature on the assistance road-book, will lead to penalties from 3 hours to exclusion. All repeat offences will lead to exclusion.
- 5) Any transport of parts or assistance by a vehicle not accredited, the dropping or parachuting of spare parts will lead to penalties from 6 hours to exclusion. All repeat offences will lead to exclusion.
- 6) Carrying out assistance outside the bivouac or in an enclosed place (inside or outside the bivouac) , will lead to penalties from 6 hours to exclusion. A tent is not considered as an enclosed place. All repeat offences will lead to exclusion.
- 7) Signposting or the transmission of information by any means will be sanctioned by a 3h00 + 500 € penalty per infringement, for the competitor concerned.
- 8) The presence of any means of transport (car, motorcycle, aircraft, helicopter, etc.) following the rally route the same day or a number of days prior, as well as the prolonged flying over of any means of transport, with official means or not, carry aboard a person having any link whatsoever with competitors still in the race will lead to the immediate exclusion of all the participants having a link with one of these means.
- 9) All airborne assistance not controlled by the organisers will lead to penalties from 6 hours to exclusion. All repeat offences will lead to exclusion.

Airborne assistance is considered as any presence on a Leg of an aircraft having aboard any person with any link whatsoever with a competitor and any transport of assistance materials (tools, generators, lights, compressors etc.) in private planes or planes chartered by the organisers.

31P5 TEAM MANAGERS

- 1) Teams Managers are allowed to go to the finish of selective sections, when these feature on the assistance road book, or when they are located at less than 50 km of the bivouac. At no moment can they be on the itinerary of the selective section, except if specifically authorised by the Race Director. Team managers are not authorised to transport tools and spare parts in the team managers' plane. In the case of infraction, the assisted competitor will receive penalties up to and including exclusion from the race.
- 2) Within the same team it will be possible to enter one to several individuals as Team Manager and they may alternate between the Team Manager aircraft and the assistance vehicles. No change of name may be made during the race, except in the case of force majeure, that has been judged and accepted as such by the College of Sporting Stewards.
- 3) The Team Manager must, during scrutineering, approve and sign the list of vehicles in the assistance category which have been entered for them and for which they are sportingly responsible.
- 4) Team Managers, corresponding to the criteria of art. 3P33, may benefit, where possible, from the organisers aircraft transport. A.S.O. reserves the right to accept or not any person as Team Manager.
- 5) Entry is by invitation only, upon the reception of requests, which must be received by us before 1st October 2010. They must be sent to:
Dakar Competitors' Department, Tel: +33 (0)1.41.33.14.60, Fax: +33 (0)1.41.33.14.69, e-mail: concurrents@dakar.com

31P6 FUEL / AUTONOMY

- 1) The allowed fuels will have to match the following norms:
- FIA norms, Appendix J
 - Official norms of fuels distributed in the petrol stations in Argentina and Chile (norms available from the organisers)

The maximum limit of CETAN for Diesel vehicles is: 55.

The use of special fuels, other than those described above is strictly forbidden on the pain of exclusion from the race, with the exception of vehicles racing for the Alternative Energies Challenge.

- 2) The use of aviation fuel (AVGAS) is authorised for petrol-engine vehicles. The use of bio fuels will be accepted upon declaration, after acceptance of the file by the Organising Committee. The requests have to be carried out before 15th October 2010.

- 3) **All vehicles must have a minimum fuel range of 800 km.** Each competitor is responsible for calculating their fuel range. In no case may competitors make any claims against the organisers if their vehicle fails to cover the minimum distance of 800 km, regardless of the nature of the terrain.

For safety reasons a 10% margin is indispensable, i.e. a range of 880 km.

- 4) The obtaining of fuel is authorised uniquely, on pain of exclusion from the race:
- At commercial service stations in the Leg towns or on the road sections;
 - Via distributors authorised by the organisers (list available upon request) at the bivouac;
 - At A.S.O. distribution points.

- 5) **For factory teams or teams supported by manufacturers, refuelling out of barrels, is forbidden on road sections.** Refuelling is authorised on road sections only at the petrol stations, only with local fuel, available from the pump of the petrol station.

Fuel delivery is allowed only at the bivouacs or at the petrol stations of the towns of the bivouacs (stage town).

- 6) When there is no petrol station close to the bivouac, A.S.O. will make fuel available at the bivouac, which will be delivered in barrels (Diesel and 95 octane lead-free). Order forms will be sent out by ASO in September and must be returned by mid-October 2010. Tickets corresponding to orders will be given to competitors at administrative checks so that competitors may obtain fuel at the bivouacs concerned.

- 7) For safety reasons, it is a crew's responsibility, during refuelling at the bivouac, to ensure that they are in a non-flammable zone (dried grass, branches) and at a respectable distance from other vehicles. A fire extinguisher must be within arms reach during the operation.

The responsibility during refuelling is the crew's alone. Engines must be stopped during all refuelling. Crews must remain outside the vehicle during refuelling and the vehicle must be on its wheels.

- 8) Refuelling between racing competitors is authorised.

- 9) **The filling of fuel tanks of T1 and T2 diesel cars can only be made from T4 or T5 trucks, if the fuel tank of the truck is located outside the bodywork of the truck, under the vehicle. T5 trucks can only refuel at the bivouac.**

- 10) The failure to respect the clauses listed above will result in penalties up to and including exclusion from the race. Checks will be made.

31P7 RACE VEHICLE BECOMING AN ASSISTANCE VEHICLE

1) Crews excluded or retired must leave the rally and remove their race numbers and rally plates.

They may continue on to Buenos Aires, through the daily bivouacs, as an assistance vehicle after having:

- informed the Race Direction, via the Crews' Relations Officers, or via Iritrack phone,
- contacted the person in charge of the assistance category,
- modified their door and roof race plates,
- obtained the assistance road book,
- exchanged their crew's bracelets for assistance bracelets,
- returned their Sarsat distress beacon, Sentinel system and their Iritrack to the suppliers,
- returned their race GPS (ERTF). Obligation to rent a GPS from the supplier Tripy.

2) They must neither drive nor stop on the race itinerary on the same day as its passing, nor on days preceding its passage. They must respect the instructions stated in this document and conform to the assistance vehicle regulations.

3) Failure to respect these clauses will result in the request for sanctions from the entrants' federation.

32P ENGINE CHANGE

In Group T1, only one engine block is authorised per vehicle.
Any change of the engine block will lead to exclusion.

33P INSURANCE

33P1 ASSISTANCE / REPATRIATION

The organisers have passed assistance / repatriation services to MUTUAIDE, a subsidiary of Groupama, in the case of:

- physical attack which makes it impossible, in the opinion of a member of the rally medical team, to continue with the competition,
- death,
- hospitalisation or death of a family member,
- legal proceedings,
- psychological trauma.

1) DEFINITIONS

a) Insurer:

MUTUAIDE ASSISTANCE, hereinafter referred to as MUTUAIDE, a limited liability company with subscribed capital of 4,590,000 Euros, headquartered at 8-14 avenue des Frères Lumière, 94366 Bry sur Marne Cedex, registered in the register of businesses and companies under 383 974 086 R.C.S Créteil, and regulated by the Code of Insurance.

b) Beneficiaries:

- competitors and their assistance,
- members of the organisational team, their suppliers and their employees, their partners and their employees,
- race officials,
- journalists and members of the media,
- persons invited by the organisers, their partners and anyone participating in a trip organised by V.S.O.



From January 1st to January 16th, 2011

THE LEGEND CONTINUES

c) Area of applications:

Cover is provided for the DAKAR 2011 rally course from the first day of checks in Buenos Aires (31/12/10) through to 18 January 2011 at midday and covers competitors and their teams.

During this period, competitors who leave or abandon the competition will continue to be covered though to Chile and Argentina provided they continue to follow the rally, or rejoin the rally in Buenos Aires or the port of Delta Dock taking the most direct route from the point at which they abandoned the rally.

d) Domicile:

The beneficiary's usual place of residence. In the case of legal proceedings, the address for tax will be deemed to be the place of domicile.

e) Europe:

Countries of the European Union

(Germany, Austria, Belgium, Bulgaria, Cyprus, Denmark, Spain, Estonia, Finland, France, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxemburg, Malta, the Netherlands, Poland, Portugal, The Czech Republic, Romania, the United Kingdom of Great Britain and Ireland, Slovakia, Slovenia, Sweden.)

f) Family:

Spouse not separated or divorced, legal cohabitant or civil partner, children, direct descendants.

g) Physical attack:

Any deterioration in health following an accident or sudden illness and/or unforeseeable.

2) COVER

REMEMBER

In the case of physical attack, the rally medical team will arrange and organise transport of the beneficiary from the place of the accident to the rally bivouac or to the nearest appropriate medical institution using the rally's ground or air transport.

HOW COVER IS PROVIDED

From the bivouac or medical institution to which the beneficiary has been transported by the organisers, the Medical Director of MUTUAIDE, in liaison with the rally medical teams, **will decide, purely on the basis of medical interests and in compliance with the health regulations in force:**

In the case of a beneficiary resident or domiciled in Europe (see countries designated above):

- either to hospitalise the beneficiary in a nearby care centre, if their medical condition requires it, before considering return to a European institution close to, or in, their place of domicile;
- or to arrange and organise transportation of the beneficiary to their place of domicile or to appropriate hospital facilities close their place of domicile.

In the case of a beneficiary domiciled outside Europe:

- either to hospitalise the beneficiary in a nearby care centre before, if necessary, if their medical condition requires it, considering return to a European institution;
- or to arrange and organise transportation of the beneficiary to a European city or to appropriate European hospital facilities.

Any request for immediate repatriation to a country outside Europe will be examined on a case by case basis with the Medical Director or MUTUAIDE.

If necessary, MUTUAIDE will carry out local research to find a suitable medical facility.

Information from the regular GP, which is often important, can help the rally medical team to reach the most appropriate decision.

It is, in this respect, expressly agreed that the final decision, taken purely on the basis of medical interest, rests ultimately with the Medical Director of MUTUAIDE.

The final choice regarding hospital location, date, the need for the beneficiary to be accompanied and the methods used will be taken exclusively on the basis of medical considerations.

If the beneficiary refuses to abide by the decision which the Medical Director deems most appropriate, he expressly frees MUTUAIDE from all responsibility in particular if he returns by his own means or if his state of health deteriorates. In such case, he may not claim any reimbursement of expenses incurred.

Extension of services: help to organise return journeys

Beneficiaries whose medical condition does not justify repatriation for medical reasons, under the conditions hereby described, may nevertheless benefit from logistical help (without costs being incurred by MUTUAIDE) for the organisation of their transfer between the place where they retired on the rally and Buenos Aires.

a) Transfer and/or repatriation of the beneficiary

If the beneficiary's state of health leads, under the terms advised above, the Medical Director of MUTUAIDE, in agreement with the rally medical team, to decide to transfer or repatriate the beneficiary, MUTUAIDE will take care of transportation.

Transportation will be by whatever means is appropriate (ambulance, scheduled flight, air ambulance etc) under medical supervision if necessary.

Only the medical interests of the beneficiary and compliance with the health regulations in force shall be considered in selecting the means of transport.

Important : This service will never be used in the case of benign lesions which can be treated locally and which do not prevent the competitor from continuing in the rally or from getting to Buenos Aires by their own means. The obligation to stop the rally will not systematically give the right to repatriation costs being covered.

NB: If a beneficiary resident or domiciled outside Europe is repatriated from Europe to his country of domicile or residence, this shall be at his own expense and it is strongly recommended that transport be arranged and / or specific insurance taken out and to check with the insurer exactly what is covered.

b) Medical expenses (including the cost of hospitalisation) incurred during Dakar 2011

With the prior agreement of its Medical Director, MUTUAIDE will pay, up to a limit of **€4,500 including tax per beneficiary**, medical fees, the cost of medicines prescribed by a doctor or surgeon, the costs of hospitalisation if decided by the medical team.

Medical costs incurred in the beneficiary's country of domicile must be paid by the beneficiary.

For beneficiaries from Argentina or Chile, medical expenses will cease to be paid from the moment of repatriation either to the domicile, or to a medial institution close to the domicile.

The beneficiary undertakes to apply to all health insurance companies through which he has cover with a view to obtaining reimbursement of all or part of his medical and hospitalisation costs and to repay any amounts to MUTUAIDE.

NB: Medical costs exceeding €4,500 (and costs incurred in the country of domicile) to be paid by the beneficiary; it is strongly recommended that specific medical insurance be arranged and that a check is made with the insurer regarding what is covered, in particular given participation in the competition.

This "Medical Expenses" cover, (which cover medical expenses and hospital costs resulting from an accident during the rally and incurred outside of the country of residence of the entrant) may be arranged with the Sport Events Department of Gras Savoye whose contact details, offer and website address can be found on the rally website at www.dakar.com.

The taking out of 'medical expenses' cover is optional but strongly recommended ; it can be linked with an Individual Accident insurance which is also strongly recommended. So as to facilitate the use of any insurance cover, the details of the insurer will be taken by the medical team during scrutineering.

Extended service: advance of hospitalisation costs

If a beneficiary is unable to meet the cost of medical expenses in excess of €4,500, MUTUAIDE may agree to advance funds.

This will be done against a guarantee cheque made out to MUTUAIDE ASSISTANCE or an IOU signed by the beneficiary or his legal representative.

In all cases, any sums advanced are repayable within 30 days of the funds being made available.

If payment is not received, MUTUAIDE reserves the right to take any action required to recover the monies from the beneficiary.

c) Repatriation of corpse

If a beneficiary dies during the DAKAR 2010, MUTUAIDE will pay for:

- the cost of transporting the corpse to the funeral parlour closest to their place of domicile,
- the costs associated with preserving the corpse in compliance with legislation,
- costs directly associated with transporting the corpse.

The beneficiary's family is responsible for all other costs.

MUTUAIDE alone is responsible for selecting the companies to be involved in the repatriation process.

If the local authorities expressly demand that an eligible person is present in order to implement the necessary repatriation steps, MUTUAIDE will organise and pay for such person's return journey as well as accommodation costs up to €500 including tax.

d) Visit by next of kin

If the beneficiary's state of health requires hospitalisation for a period greater than 5 days prior to repatriation, MUTUAIDE will organise and pay for a return journey by a person designated by the beneficiary and domiciled in the same country as the beneficiary to visit the beneficiary's bedside.

MUTUAIDE will also organise and pay for this person's accommodation up to €100 per night, including tax, up to the date of repatriation.

The maximum total cover for a visit by next of kin (transport + accommodation) is €4,000 including tax.

This person must pay their own subsistence costs.

e) Expected return

If a beneficiary is forced to interrupt his participation in the rally as a consequence of the unexpected hospitalisation for a minimum of 5 days, or the death, of a member of his family, MUTUAIDE will organise and pay for his return to his country of domicile.

f) Legal assistance

If, outside his country of domicile, a beneficiary is subject to legal proceedings or is incarcerated for unintentional failure to comply with, or breach of, local legislation and regulations:

- MUTUAIDE will advance any bail demanded by the local authorities to secure temporary release of the beneficiary, up to a limit of €15,000 including tax.
This will be done against a guarantee cheque made out to MUTUAIDE ASSISTANCE or an IOU signed by the beneficiary or his legal representative.
In all cases, any sums advanced are repayable within 30 days of the funds being made available.
If payment is not received, MUTUAIDE reserves the right to take any action required to recover the monies, from the beneficiary.
- MUTUAIDE may also help a beneficiary to appoint a legal adviser and to pay their fees up to a limit of **€4,000 including tax**.

g) Replacement driver

If, following a physical accident or illness affecting the beneficiary, none of the other beneficiaries (co-driver, assistance) is able to drive in his place, MUTUAIDE will provide and pay for a replacement driver to take the vehicle to Buenos Aires or to the port of Delta Dock, by the most direct route, provided the vehicle is in a state which complies with technical control standards.

The beneficiary is responsible for the costs associated with returning the vehicle (tolls, fuel) as well as any hotel and subsistence costs.

h) Psychological support

If, following an incident involving physical injury, the beneficiary suffers psychological trauma, he may receive emergency psychological assistance.

To guarantee this service, they must contact MUTUAIDE within a maximum of thirty days following the traumatic event and provide their GP's contact details.

On receipt of any such request, MUTUAIDE will, provided the beneficiary is in a suitable state of health, and on the advice of the MUTUAIDE doctor, organise emergency psychological assistance.

This support will be provided by a psychologist and includes the organisation and payment of three telephone consultations.

In all cases, the decision to provide emergency psychological support will be taken exclusively by the MUTUAIDE Medical Director, possibly after contacting, and with the agreement of, the beneficiary's GP.

This service is available in the following languages: French, English, Spanish.

3) EXCLUSIONS

a) No assistance / repatriation hereby detailed will be provided for conditions or benign lesions which may be treated in situ, or for conditions which do not stop the beneficiary from continuing the rally or returning to Buenos Aires by their own means.

(With the exception of certain cases, to be decided upon by the Medical Director of the rally).

b) No assistance will be provided in the case of physical attack or death resulting:

- from an intentional or deceitful act on the part of the beneficiary,
- from involvement in wagers, fights, brawls,
- from non-emergency pathological conditions,
- from nervous illness, nervous depression, mental health conditions,
- from use by the beneficiary of medications, drugs, narcotics, tranquillisers and/or similar products which are not medically subscribed,
- from a state of inebriation characterised by the presence of a level of pure alcohol in the blood which is equal or superior to that which applies to legislation governing driving a car in France, and in force on the date of the accident,
- from suicide or attempted suicide.

c) The following costs will not be met under any circumstances:

- the cost of medical equipment, braces and prosthetics,
- any spa treatments of any kind,
- aesthetic treatments,
- the cost of rehabilitation, physiotherapy, chiropractic,
- the cost of purchasing vaccinations and the costs of vaccination,
- the cost of medical or paramedical services and the cost of purchasing therapeutic products not recognised under French law,
- the cost of a final coffin,
- customs costs.

Participants will be provided with a document about the services described above during the administrative checks.

33P2 PUBLIC LIABILITY

The organiser has arranged a Public Liability Insurance policy with AXA France which relates specifically to sports events with terrestrial vehicles in accordance with the legislation in force.

The rights of engagement under the insurance premium cover the competitor's public liability towards third parties up to the following amounts per event:

- €2 500 000 for material damages other than those that are a matter for RC Automobile,
- €13 100 000 for physical damage other than that which is a matter for RC Automobile,
- Without limit (or the minimum in vigour in the countries crossed) for corporal and material damage resulting from a traffic accident.

The purpose of said contract is thus to cover, in the case of an accident, fire or explosion during the course of the rally, financial consequences arising from civil liability which may be the responsibility:

- of competitors as a result of physical or material damage caused to third parties (including to other competitors), to agents of the State or any other public body involved in the order, organisation or control of the rally;
- of competitors as a result of physical or material damage caused by other competitors during liaisons or selective sections, uniquely if the responsibility of one of them may clearly and without ambiguity be determined, admitted and proved;
- of drivers in regard to their team mates and passengers resulting from accidents incurred on public roads not reserved for private use (notably during liaisons) or during selective sections on condition that the responsibility of the driver can be proved.

The insurance contracts which the organiser has arranged in no cases covers (nonexhaustive list) :

- accidents caused by strike, riots, crowd movements, civil or foreign war;
- the responsibility of an insured party in the case of an accident caused by intention or deceit;
- the responsibility of an insured person in the case of damage to assets which he owns, has rented, is the depository or guardian of;
- fines;
- the theft of vehicles, separate items and all other property (the organiser accepts no liability, therefore, in the case of theft which occurs in a country being crossed by the rally).

Period of cover:

- for vehicles embarking on ferries organised by A.S.O.: insurance cover will come into effect at the moment of vehicles entering the parc ferme at the port of Le Havre (24 and 25 November 2010) and will expire on exit of vehicles from the locked parc at the port of Le Havre, at the latest 28 February 2011 at 23h59.

You are reminded that the sea crossing is not covered by this policy

- for other vehicles (not transported in ferries organised by A.S.O.) : insurance cover will take effect at the moment vehicles enter scrutineering at la Rural in Buenos Aires (from 30 December 2010) and will expire after the finish podium at Buenos Aires, on 16 January 2011 at 23h59.

Owners of vehicles circulating in Argentina and Chile outside of the periods covered by the guarantee must take out local insurance.

This policy covers only the official route of the rally as indicated by A.S.O. Vehicles that are off course or have been abandoned will continue to be covered up to 18th January 2011 at midday provided they rejoin in Buenos Aires or the port of Delta Dock taking the most direct route from where they were abandoned, or by the route of the rally.

In the case of accident, the competitor or his representative must make a written statement, within 24 hours, to the Race Director, and the Head of Competitor Relations (or possibly directly to the A.S.O. headquarters). The report must mention the circumstances of the accident and contact details of any witnesses.

Competitors thus enter the Dakar rally from Argentina – Chile 2011 fully aware of the risks this rally could lead them to take.

33P3 PERSONAL ACCIDENT INSURANCE

Competitors must contact their vehicle insurance company to find out what their sport driving licence covers them for. **It is also strongly advised that they take out additional insurance with the insurance company of their choice.**

This Personal Accident Insurance (which guarantees the payment of lump sum in the case of death or permanent injury following an accident during the course of the rally) may be arranged with the Sport Events Department of Gras Savoye whose contact details, offer and website address can be found on the rally website at www.dakar.com.

This offer can be supplemented with optional "Medical Expenses" cover (which will reimburse medical expenses incurred outside the country of domicile as the result of an accident during the course of the rally).

This Personal Accident insurance, as well as the "Medical Expenses" cover is optional, but is strongly recommended

As indicated above, the medical expenses entered into, with the agreement of the Medical Director, will be covered by MUTUAIDE up to the limit of 4,500€.

It may be arranged by contacting the Sport Events Department of Gras Savoye prior to the rally's departure, or, at the latest, during checks at Buenos Aires. A cover note and information sheet will also be sent afterwards.

Gras Savoye are at the disposition of participants for all other requests presented before 10 December 2010.

The complete text of the insurance contract is available upon request from Gras Savoye.

34P TIME CARD

1) At the start of a Leg, crews shall be given a Time Card on which the target times and the maximum times authorised to cover each Road Section and each Selective Section shall appear respectively. This Time Card is handed in at the finish Time Control of each Leg and replaced by a new one at the start of the next Leg. Each crew is solely responsible for its Time Card.

2) Any correction or amendment made to the Time Card will result in exclusion, unless such correction or amendment has been approved in writing by the controller.

3) The crew alone is responsible for submitting the Time Card at the different controls and for the accuracy of the entries. The controllers are the only persons allowed to enter the time on the Time Card, by hand or by means of a print-out.

4) Crews are obliged, under pain of penalties which may go as far as exclusion, to have their passage checked at all points mentioned on their Time Card, and in the correct order. The absence of a stamp or the failure to hand in the Time Card at any control will result in a penalty which may go as far as exclusion.

5) At all the various controls, the time card may only be presented if the crew is complete and aboard the vehicle, on pain of exclusion.

6) The loss of a Time Card will entail a 5 minute penalty.

35P CONTROL ZONES

1) All controls, i.e. Time Controls, start and finish of Selective Sections, Passage will be indicated by means of a standardised double sign.

2) The beginning of the control area is marked by 2 warning signs on a yellow background. At a distance of about 100 m, the position of the control post is indicated by 2 signs on a red background. The end of the control area, approximately 100 m further on, is indicated by 2 final signs on a beige background with three black transversal stripes.

- 3) The time control zone should be organised in such a way that team members can watch the timekeeping without entering the control zone. The maximum width of the zone may not exceed 15 m and the zone must be situated along a single axis, except for Passage Control zones.
- 4) It is strictly forbidden to enter and/or leave a control area from any direction other than that prescribed by the road book and/or to re-enter a control area once checking in has taken place at this control, on pain of:
- 1st infringement: penalty of 10 minutes,
 - 1st repetition of the infringement: penalty of 1 hour,
 - 2nd repetition of the infringement: exclusion or fixed penalty where this exists.
- 5) The official time is the GPS time.
The target check-in time is the responsibility of the crews alone, who may consult the official clock on the control table.
The rally time (timings, briefings etc.) will be GMT-3.
- 6) Control posts shall be ready to function 30 minutes before the target time for the passage of the first crew. Unless the Clerk of the Course decides otherwise, they will cease to operate 1 hour after the target time for the last crew.
The Time Controls for the start and finish of Selective Sections will cease to operate at a time calculated taking into account the maximum time(s) allowed preceding this control for the last classified competitor.
- 7) On pain of a penalty which may go as far as exclusion, the crews are obliged to follow the instructions of the marshal in charge of the control post, who must be assisted by a controller (all possible cases will be examined by the Stewards following a written report by the marshal in charge of the control post).
- 8) **A vehicle must move by its own means. If the vehicle is unable to move, towing and/or pushing by a competitor in the race is allowed, or by an assistance crew or vehicle when the race and the assistance route follow the same itinerary.**

36P TIME CONTROLS

36P1 GENERAL

- 1) At the Time Controls, the controllers will indicate on the Time Card the check-in time, which corresponds to the exact moment at which one of the crew members submits the Time Card to the controller. The clocking of the Time Card will only be carried out if all the crew members and the vehicle are within the immediate vicinity of the control table.
- 2) The check-in procedure commences the moment the vehicle passes the entry sign for the Time Control zone.
- 3) The crew is forbidden to stop or to drive abnormally slowly between the zone entry sign and the control post. A crew may remain in the control zone only for as long as is necessary to complete the check-in formalities, scrutineering and GPS checks.
- 4) The crew does not incur any penalty for early arrival if the vehicle enters the control zone during the minute before the target check-in minute.
- 5) For Road Sections, the target check-in time is that obtained by adding the time allowed for completing the Road Section to the starting time for that Section. These times are expressed in hours and minutes and are always shown from 00.01 to 24.00.

- 6)** For Road Sections, the crew does not incur any penalty for late arrival if the time card is submitted to the controller during the target check-in minute. For example, a crew which is supposed to check in at a control at 18h 58 min. shall be considered on time if the check-in takes place between 18h 58 min. 00 sec. and 18h 58 min. 59 sec.
- 7)** At the Time Control at the finish of a Road Section, the controller will enter on the Time Card on the one hand the check-in time of the crew and, on the other, its provisional starting time for the Selective Section. There must be a 5-minute gap between the two to allow the crew to prepare for the start.
- a)** Immediately after checking in at the Time Control the crew will go to the start of the Selective Section. The controller will enter the time foreseen for the start of the Selective Section and will then give the start for that crew.
- b)** In the case of an incident, should there exist a divergence between the two entries, the starting time of the Selective Section will be binding, unless the Stewards decide otherwise.
- 8)** At a Time Control, any difference between the target check-in time and the actual check-in time will be penalised at a rate of 1 minute per minute or fraction of minute.
- 9)** For Selective Sections, the finish times will be taken at the maximum to the second.
- 10)** At the Time Control at the end of a Leg, and at the parc fermés, crews are authorised to check in ahead of time without incurring a penalty.
- 11)** Any failure on the part of a crew to observe the rules of the check-in procedure defined above (and in particular the fact of entering a control zone more than a minute earlier than the check-in time) will be recorded by the chief controller at that post and sent in a written report to the Clerk of the Course.
- 12)** The exclusion time, or one or more maximum times may be modified at any moment by the Stewards, upon the proposal of the Clerk of the Course. The crews concerned shall be informed of this decision as soon as possible. Exclusion from the Event or the fixed penalty for exceeding the maximum time allowed may only be announced at the end of a Leg.
- 13)** When a Time Control is followed by a start control for a Selective Section, these two posts shall be included in a single control area, the signs of which shall be laid out as follows:
- 2 yellow warning signs with clock (beginning of zone);
 - 2 red signs with clock (Time Control post) after approximately 100 m;
 - 2 red signs with flag (start of the Selective Section) at a distance of 50 to 200 m;
 - finally, 2 end of control signs (3 transversal black stripes on a beige background) 100 m further on.
- 14)** If the start of a Selective Section coincides with the start of a Leg, the starting time of the Selective Section will also be that of the Leg.
- 15)** At the finish of a Selective Section, the stop point will be twinned with a Time Control.
- 16)** If a time control is not followed by the start of a Selective Section, the checking-in time on the time card constitutes both the arrival time at this time control and the start time for the new section.

36P2 LATE AT THE TIME CONTROL BEFORE THE START OF A LEG

All checking-in late at the start of a leg will be penalised by a minute per minute late, until the closing of the control (i.e. 1 hour after the ideal start time of the last competitor). A new time and a new start order will be given to the competitor, at the discretion of the person in charge of the control.

36P3 LATE AT TIME CONTROL BEFORE THE START OF A SELECTIVE SECTION

All checking-in late at the start of a selective section will be penalised by a minute per minute, until the closing of the control (i.e. 1h00 after the ideal start time of the last competitor).

A new time and a new start order will be given to the competitor, at the discretion of the person in charge of the control.

36P4 TARGET TIME

1) Road section

A target time is given for each road section.

Any difference in this target time will incur a penalty of one minute per minute.

Clocking in ahead of time is authorised at the time control at the end of the liaison at the entrance to the bivouac.

2) Selective sections

Selective sections will be run in real time, with a maximum time allowed. Crews checking-in after this maximum time will incur the fixed penalty for the day. If the finish of the selective section is also the finish of the leg, the procedures laid down in article 36P5 will be applied.

The arrival time will be taken no more than to the second.

3) Timing (itinerary/schedule)

Target times and maximum times allowed, the start order and the gaps will be given at administrative checks, as will the closing times of controls (CP's and TC's), the fixed penalties.

36P5 OVERRUNNING OF THE MAXIMUM TIME ALLOWED AT THE TC AT THE END OF THE LEG

1) All competitors arriving at a TC at the finish of a Leg after the maximum time allowed will be penalised by a minute for every minute late or the maximum time + the fixed penalty on legs where clocking in, in real time, is not possible.

After the closure of the control, clocking in must be done at the PCO or at the TC start of the Leg, with the official present.

2) **All competitors arriving at the end of a Leg after the closing of the Time Control may take the start for the following stage under the following conditions:**

- They present themselves at the time control at the start of the leg before the closing of the control.
- They get their time card from the preceding stage stamped and then hand it to the Race Director or the steward in charge of the start time control.

A new start time and start order will be given to the competitor, at the discretion of the steward in charge.

3) All vehicles that cannot manage to retake the start of a leg under these conditions will be excluded from the race: they may continue the event in the assistance category (Art 31P7).

36P6 OVERRUNNING THE MAXIMUM TIME ALLOWED ON THE REST DAY

For the rest day, the latest check-in time, so as to be able to start the following day, is fixed at 06.00 pm. After this time competitors arriving from the previous day's stage will be considered as being excluded.

36P7 INTERVIEWS

1) Finish of selective section:

Areas especially dedicated to interviews will be settled each day after the finish of the selective section. The selected competitors are required to stop there the time imposed by the organisation.

A new start time will be given to the competitor when leaving the interview zone.

Failure to respect this regulation, or any incivility noted, will result in a penalty of 500 €. Penalties for repeated infractions will be decided upon by the College of Sporting Stewards.

2) Finish of road section:

The selected competitors will have to go to the interview zone, located close to the Media Center, after their arrival at the bivouac.

Failure to respect this regulation, or any incivility noted, will result in a penalty of 500 €. Penalties for repeated infractions will be decided upon by the College of Sporting Stewards.

37P PASSAGE CONTROLS

37P1 GENERAL

1) In order to check that the crews are respecting the itinerary in the road book, Passage Controls will be set up at a significant location mentioned and numbered in the road book. They will be noted on the time cards.

2) The control zone will be defined using the following official double signposting:

- a) 2 yellow signs with stamp (start of zone);
- b) after approximately 100 m, 2 red signs with stamp (Passage Control post);
- c) Finally, 100 m further on, 2 final beige signs with 3 transversal black stripes.

3) The location of these Passage Controls must be clearly visible and signalled to crews by means of flags and, wherever possible, sited on fairly level ground, otherwise, the ground must be downhill.

4) The passage will be timed to the second and noted on a passage sheet by the person in charge of the post.

37P2 CLOSING TIME FOR PASSAGE CONTROLS

1) The closing time for Passage Controls will be declared taking into account:

- the distance covered since the start of the Section concerned,
- the time average of the Section under consideration (Selective or Time) imposed by the maximum allowed time,
- the ideal time of the last competitor, increased by 60 minutes.

2) This time will be mentioned on the timing (itinerary/schedule) given during administrative checks.

37P3 CLOSING OF PASSAGE CONTROLS

After the closure of a passage control, the validation by the GPS of the corresponding waypoint will be taken into account and will attest to the respect of the official itinerary by the competitor. In this case, there will be no penalty for missed CPs.

38P SELECTIVE SECTIONS

38P1 GENERAL

1) During the selective sections, all members of the crew must conform to the standard described in the FIA Appendix L, Chapter 3, under pain of exclusion.

Checks may be made by Officials at the start of the Selective Sections. In case of any infringement to Appendix L, the start will be refused to the crew concerned.

2) Crews are forbidden to drive in the opposite direction to that of the Selective Section, under pain of penalties which may go as far as exclusion.

- 3)** At the starts of Selective Sections, when the vehicle with its crew on board has stopped in front of the starting control, the controller will enter the actual time of the start of the vehicle in question on the time card (hour, minute and second), and will then count down aloud: 30" - 15" - 10" and the last 5 seconds one by one. When the last 5 seconds have elapsed, the starting signal shall be given, upon which the vehicle must start immediately. A 2-minute penalty shall be imposed on any crew which fails to start within 20 seconds of the starting signal. If a competitor is unable to leave the control zone under his own power, the penalties as set out must be applied.
- 4)** The start of a Selective Section may only be delayed in relation to the scheduled starting time by the controller in a case of "force majeure".
- 5)** A false start, particularly one made before the controller has given the signal, shall be penalised by 1 minute at least or an increased time applied by the Stewards based on the controller's report. This penalty does not exclude heavier penalties being inflicted by the Stewards, especially if the offence is repeated.
- 6)** Selective Sections will end in a flying finish, the official double signposting as follows:
- a)** 2 yellow chequered signs (beginning of zone);
 - b)** After approximately 100 m, 2 red chequered signs (flying finish);
 - c)** At a distance of 150 to 300 m, 2 x 2 red signs (clock and STOP);
 - d)** Finally, approximately, 100 m further on, 2 final beige signs with 3 transversal black stripes.
- 7)** Stopping between the yellow warning sign and the STOP sign is forbidden; any infringement will entail a 15-minute time penalty. Timekeeping will be done on the finish line, which must have print-out equipment and shall be backed up by hand timing.
- 8)** At a distance of 150 to 300 m after the finish, the crew must report to a control indicated by a red clock and a red STOP sign. The controller will enter on the Time Card the time of arrival (hour, minute and seconds), which will also be the starting time of the following Road Section (hour and minute). If several competitors arrive during the same minute, the marshal in charge of the post will stagger the starting times of these competitors at intervals of at least 30" in the order in which they arrived.
- 9)** If a competitor does not stop at the STOP point to have their times entered, a 1-hour penalty shall be applied.
- 10)** During a Selective Section, unless in the case described in article 31P2.2.a any assistance is forbidden other than that of a racing crew using parts transported by another racing crew. However, approved assistance zones may be set up by the Organisers.
- 11)** The starting intervals for Selective Sections must respect the same dispositions as those laid down for starting Legs except in a case of a road penalty.
- 12)** Any crew refusing to start in a Selective Section at the time and in the position allocated to it shall be given a penalty of 15 minutes and must make itself available to the post chief who will notify it of its new start time.

38P2 INTERRUPTION OF A SELECTIVE SECTION.

When a Selective Section is definitely stopped before the passage of the last crew, regardless of the reason, a classification for that section may nevertheless be obtained by attributing a time to all those crews who were affected by the circumstances of the interruption.

These times may be calculated in the following manner:

1) Interruption of a selective section at a given point. Taking of time at a waypoint during a selective section:

a) Given that a time is taken at each waypoint and recorded in the GPS Unik, a result for a selective section may be obtained using the time taken at the waypoint preceding the point of interruption.

The times at the various waypoints recorded in the GPS will be transmitted by radio when competitors arrive at the time control at the bivouac.

b) In the case of a malfunctioning GPS, a competitor's time will be calculated using their position on the track at the time of interruption (Iritrack position) and the times of the competitors who have past just before or after them at this point. The sporting stewards can choose as the time of reference that which seems the most appropriate.

c) In the case of a malfunctioning GPS and Iritrack, the sporting stewards will undertake the necessary research concerning the position of the vehicle so as to establish an appropriate time.

2) Interruption of a selective section at several distinct points. Taking of time at the time control at the end of the selective section:

a) In this case a time will be attributed to all the crews concerned by the interruption. This time will be calculated by taking the worst time of the crew having crossed the finish line, to which will be added the fixed penalty and 5 minutes per waypoint missed (DZ, FZ, WPM, WPV, WPE, WPS, CP), between the point at which the crew was stopped and the finish of the selective section.

b) Should the stewards consider the worst time actually set to be abnormal, they may choose as a reference time the one which they feel to be the most suitable.

3) It is up to the stewards alone to decide whether or not to apply this measure, once race control has informed them of the reasons for the interruption.

4) Any crew which is responsible or partly responsible for the stopping of the race cannot, under any circumstances, benefit from this measure. Any such crew will therefore be credited with the actual time which it may have set, if this is greater than the imaginary time attributed to other crews.

5) In exceptional cases, for safety reason, the Clerk of the Course may interrupt the selective section at a given point and the competitors may continue the selective section once the dangerous zone has been passed. The results will be established by adding together the times of the two portions of this selective section.

38P3 SAFETY

Selective Sections are run on sections of 'road' open to the public. The greatest care is recommended in relation to other eventual users.

38P4 NEUTRALISATION

On several legs a neutralisation will be effected in the form of a transfer, with a target time, to separate two sections of the same selective section.

The competitor will hand in their time card to the Time Control at the beginning of the neutralisation, on which will be noted the time at which they start the neutralisation (finish time of the 1st section) and their time at the end of the neutralisation which will also be their start time for the 2nd section.

During these neutralisations the maximum speed allowed, checked by GPS, will be 120 kph.

39P REGROUPINGS

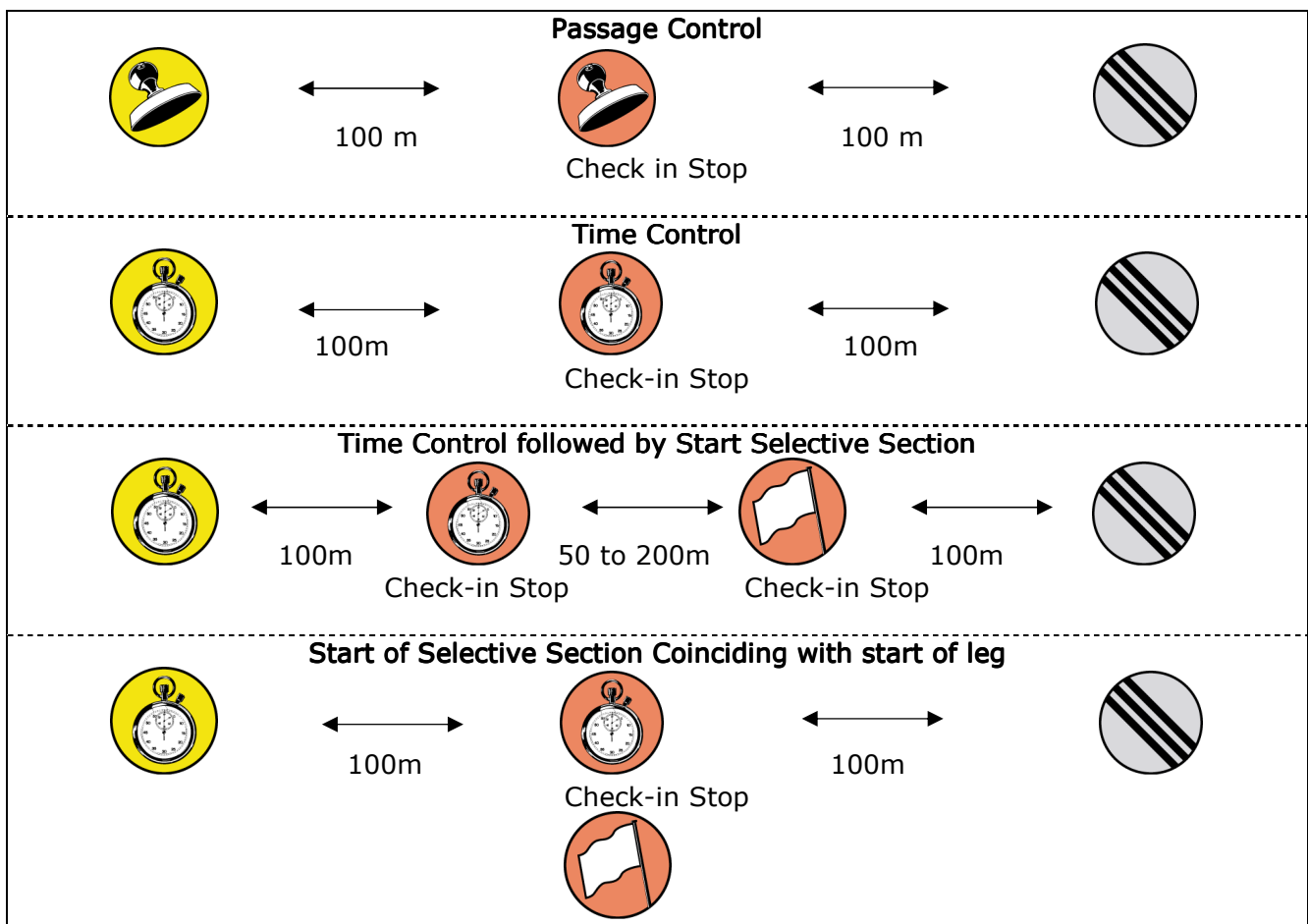
- 1) The purpose of regroupings is to reduce the intervals which may occur between crews as a result of late arrivals and/or retirements. The Parc fermé conditions apply.
- 2) On their arrival at these regroupings, the crews will hand the controller their time card. They will receive instructions on their starting time. They must then drive their vehicle immediately and directly to the Parc Fermé. The starting order shall be that of the arrival at the regrouping Time Control. The distance between the TC and the parc fermé will be considered as a parc fermé area.
- 3) For safety reasons, on the proposal of the Clerk of the Course, the Stewards may decide to stop a Leg before its allotted finish. A Time Control will then be set up, acting as the end-of-Leg control (idem: for a Selective Section, the time control being twinned with the end-of-Selective Section control), where the times recorded will serve to establish the classification of the Leg. On the decision of the Clerk of the Course, this Leg may or may not be continued, neutralised or in convoy, and may or may not be under the Parc Fermé rules.

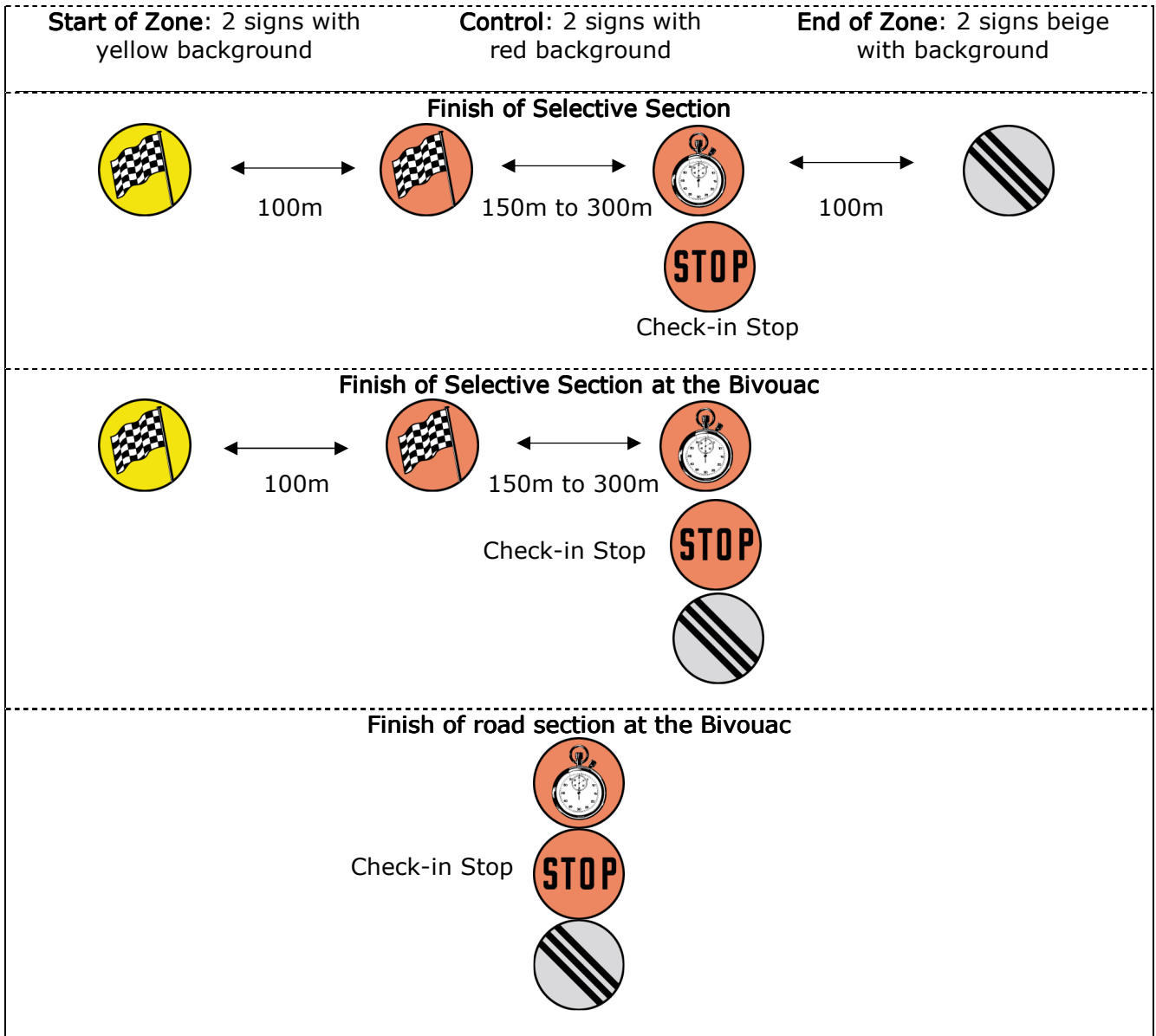
40P SIGNPOSTING OF CONTROLS

Start of Zone: 2 signs with yellow background

Control: 2 signs with red background

End of Zone: 2 signs beige with background





41P PARC FERME

41P1 GENERAL

1) The following rules will apply:

- a) It is forbidden to refuel or repair the car in a Parc Fermé.
- b) Starting the car with the help of towing or pushing from another competitor still racing shall be penalised by 1 minute.
- c) Vehicles will be in Parc Fermé from the moment they enter a Parc Fermé for the start, regrouping or end of Leg, until they leave it.
- d) Vehicles will be in Parc Fermé from the moment they enter a control zone. From the Stop point until the zone exit, if the vehicle is unable to restart, it may only be either towed or pushed out of the zone with external help without penalties, under the supervision of the chief marshal.
- e) Vehicles will be in Parc Fermé from as soon as they reach the end of the last Leg (and at least until the time for lodging protests has expired).

- f) Vehicles will be in Parc Fermé where scrutineering is carried out at the finish of the selective section or of the leg.
- 2) Except in the case of the finish - bivouac section Time Control, any infringement of the Parc Fermé regulations shall result in a penalty ranging from 10 hours to exclusion.
- 3) Before the exit from all the parks or at the start of a Leg, if the Scrutineers of the Event note that a vehicle seems to be in a condition which is not compatible with normal use, they must immediately inform the Clerk of the Course, who may request that it be repaired. In this case, the time in whole minutes used for such repairs shall be considered as the same number of minutes lateness registered on a Road Section. To prevent a crew from trying to make up lost time after repairs, the crew shall be given a new starting time. Any crew which arrives more than 30 minutes late will be excluded.
- 4) As soon as they have parked their vehicle in parc fermé, crews may cover their vehicle with transparent covers. Crews must leave the parc fermé immediately and no member of the crew will be allowed to re-enter it.
- 5) By way of exception to the parc fermé rules, and on the responsibility of an official, the crew may, while in the Parc Fermé at the start, regrouping zone or end of Leg:
- change complete wheels, one or two punctured or damaged tyres using the equipment on board;
 - have a new windscreen fitted with the possibility of having outside help with the agreement of the Clerk of the Course;
 - check and/or adjust the pressure of their tyres.
- These repairs must be completed before the starting time, otherwise a penalty of one minute for every minute's lateness shall be imposed.
- 6) **In order to remove its vehicle from a Parc Fermé for the start, regrouping halt or end of Leg, the crew shall be allowed to enter the Parc Fermé 15 minutes before their starting time, except in Buenos Aires where they can enter the parc 30 minutes before their starting time.**
- 7) Inside the Parc Fermé, the engine may be started by means of an external battery, which may be brought in and taken out by a team member under the supervision of an official of the Event. Under no circumstances may this battery be taken on board the vehicle (except in the load-bearing bodywork of a T4 vehicle).
- 8) Before leaving the Parc Fermé, the crews are permitted to place their vehicle covers and/or external battery outside the parc fermé.

41P2 SPECIFICS

- 1) Vehicles will be subject to 'parc ferme' rules:
- a) On the Port of Le Havre, before loading the vehicles and during the crossing
- b) After unloading the vehicles in Buenos Aires, on the Port of Delta Dock, up to 28th, 29th or 30th December 2010.
- c) Avenida Sarmiento, in Buenos Aires, on coming out of scrutineering on 30th or 31st December 2010. Vehicles will remain in the Parc Fermé up to the start podium on 1st January.
- d) On arrival of the rally on 15th January 2011 Avenida Sarmiento in Buenos Aires, up to the finish podium on 16th January 2011. After the podium, the parc fermé will become a guarded park, up to the 17th 08.00 am, where it has to be empty.

42P ADMINISTRATIVE CHECKS AND SCRUTINEERING

42P1 GENERAL

1) All crews must report to the administrative checks with all their members. Financial penalties for lateness at the preliminary scrutineering, according to the timetable laid down by the Organiser, may be applied by the Stewards.

The team with its official representative must present the vehicle or vehicles and all necessary documents at scrutineering.

If scrutineering is followed by a parc fermé, a member of the team may take the car(s) into that parc. The check-in times, if any, must be respected, and it will be the responsibility of the team to ensure that they are.

Any crew reporting to the scrutineering area and/or administrative checks outside the time limits prescribed in the Regulations will not be allowed to start, except in a case of force majeure duly recognised as such by the Stewards.

2) Only those crews who have passed the administrative checks may present themselves with their vehicle equipped with its rally plates and rally numbers at scrutineering, which will be of a completely general nature: make and model of the vehicle, apparent conformity with the group in which it is entered, conformity of the safety items, conformity of the vehicle with the Highway Code. After scrutineering, if a car is found not to comply with the technical and/or safety regulations, the Stewards may set a deadline before which the car must be made to comply.

3) No vehicle will be allowed to start unless it complies with the FIA safety regulations, the present regulations and its appendices.

4) In conformity with article 145 of the Code, additional checking of the crew members as well as of the vehicle may be carried out at any time during the rally.

At all times during the rally, the competitor is responsible for the technical conformity of his vehicle. The fact of presenting a vehicle for scrutineering is considered as an implicit statement of conformity.

5) Should new identification marks be affixed, it is the responsibility of the crew alone to see that these are protected until the end of the Event. Should they be missing, the vehicle will be excluded from the Event. The competitors concerned must be notified in writing.

6) Thorough scrutineering involving the dismantling of the vehicle for the crews in the first places of the general classification and in each group and category, and possibly for any other crew, may be carried out at the absolute discretion of the Stewards ex officio or following a protest or upon the decision of the Clerk of the Course.

42P2 ADMINISTRATIVE CHECKS AND SCRUTINEERING IN BUENOS AIRES

1) The competitors will pass the scrutineering and administrative checks on **30th and 31st December 2010** at La Rural, in Buenos Aires.

2) Competitors will receive a convocation stating the day and exact time at which they must present themselves at the administrative checks.

Failure to respect the convocation times will incur a penalty of:

- 50 € for the 1st hour late (inclusive)
- 80 € for the following hours (inclusive).

A time control will be put in place at the entrance of the waiting park of the administrative checks.

3) On leaving administrative checks, competitors will receive a convocation time for scrutineering. All lateness for scrutineering will be sanctioned as follows:

- up to 30 minutes: 15 €
- from 30 minutes to 1h00: 30 €
- per hour extra: 15€

- 4) On coming out of scrutineering all vehicles will be placed in parc ferme.
- 5) During administrative checks, competitors will be given a compulsory course on Safety Instruments: Sentinel and Iritrack. All absence will incur a penalty of 500 €.
- 6) Vehicles must be presented in Le Havre, for boarding, with the various mounting brackets, cables and aerials of the different safety equipment already fitted, ready to receive these systems (GPS, Sentinel, Iritrack), on pain of being refused embarkation.
- 7) Vehicles being presented directly in Buenos Aires, must present themselves at scrutineering with the various mounting brackets, cables and aerials of the different safety equipment already fitted, ready to receive these systems (GPS, Sentinel, Iritrack). Failure to do so will result in a penalty of 150 € per item of equipment not installed.
- 8) **The Iritrack and Sentinel must be connected directly to a battery so that they continue to function when the engine is stopped. If this is not the case the competitor must make their vehicle conform before passing technical scrutineering.**
- 9) Vehicles must be presented to scrutineering ready to race and the safety equipment listed in articles 47P1 and 47P2 must be presented to the controllers in charge of controls. No intervention will be allowed between the end of scrutineering and entry into parc ferme. All vehicles which appear not to conform, or are not adapted to rally norms, during scrutineering may either be forced to change group or be refused a start (on decision of the College of Sporting Stewards). In the last case the entry fees will remain the property of the organisers.

42P3 ADMINISTRATIVE OBLIGATIONS

- 1) **Each crew member must present the following, valid, original documents during administrative checks:**
 - Passport valid until 30/06/2011,
 - Visas: all participants must inform themselves of the necessary visas they will require for the countries they will cross, as a function of their nationality.
 - Authorisation to race abroad (issued by their national federation - ASN) for competitors not having a licence delivered by the FFSA.
 - Permission of the owner to use the vehicle, when they are not part of the crew.
 - Valid national driving licences, corresponding to the category of vehicle entered.
 - In the truck group it is acceptable for only 2 crew members to have a heavy goods vehicle licence.
 - A 2011 FIA international competitor/drivers licence.
 - Vaccinations: no vaccination is compulsory. Recommended: diphtheria, tetanus, polio, meningitis (A & C), viral hepatitis A & B, tetanus, polio, typhoid ...
- 2) **Each vehicle must be presented with the following original documents during administrative checks and scrutineering:**
 - Valid log book or registration certificate (provisional registrations not acceptable),
 - Homologation file of vehicles entered in T2 and T4.1
 - FIA technical passport supplied by ASNs.
- 3) **Each truck must also present the following original documents:**
 - Driving licence for each crew member, (truck licence for at least 2 out of the 3 crew members).
 - Annual technical inspection report
 - Acceptance report for conventional type bodies in case of separate approval.
- 4) **Competitors undertake, on their honour, only to present valid documents, on pain of having a start refused.**
No photocopies or theft or lose declarations of any kind will be accepted, on pain of having a start refused.



From January 1st to January 16th, 2011

THE LEGEND CONTINUES

43P PROTESTS – APPEALS

- 1) All protests shall be lodged in accordance with the stipulations of the Code. They must be lodged in writing and handed to the Clerk of the Course together with the protest fee of 700 €, which shall not be returned if the protest is judged unfounded.
- 2) If the protest requires the dismantling and re-assembly of different parts of a vehicle, the protest fee demanded will be decided as a function of the amount of dismantling required, as stated in the FFSA's general regulations.
- 3) The expenses incurred by the work and by the transport of the vehicle shall be borne by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if the claim is founded.
- 4) If the claim is unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the deposit amount, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned to him.
- 5) The competitors may lodge an appeal against decisions given, in conformity with the stipulations of the FFSA General Prescriptions and of Chapter XIII of the International Sporting Code.
The decision of the College of Sporting Stewards concerning problems of safety (ex: failure of a competitor to respect the official itinerary, a damaged vehicle, etc.) will take effective immediately, irrespective of any appeal.
The cost of a national appeal is: 4.000 €.

44P CLASSIFICATIONS

44P1 GENERAL

- 1) The Clerk of the Course bears the responsibility for timekeeping.
- 2) Penalties shall be expressed in hours, minutes and seconds. There will be a separate classification for T4 vehicles. The final results shall be determined by adding together the times obtained in the Selective Sections and the penalties (incurred during the Road Sections and other penalties expressed in time).
The crew which achieves the smallest total is proclaimed winner in the general classification, the next one being second, and so on. Classifications by group and class are drawn up in the same way.
- 3) In the case of a dead heat, the crew which accomplished the best time for the last Selective Section will be proclaimed winner. If this is not enough to determine the winner, the times of the previous Selective Sections shall be taken into consideration, except for the Legs where no Selective Section has been run, in which case dead heats will be determined according to the order of starting numbers. This rule may be applied at any time during the rally.

44P2 CLASSIFICATIONS

- 1) **Definitions of the different classifications:**
 - a) **Partial classification of selective section:** non official, distributed for information only (press, teams, ...)
 - b) **Provisional classification of selective section:** posted by the Clerk of the Course at 19h00 the day after the stage in question. It becomes definitive after the period for complaints, which ends when the first racing competitor has left the next stage following this posting.
 - c) **Provisional classification of Leg:** posted by the Clerk of the Course at 19h00 the day after the stage in question. It becomes definitive after the period for complaints, which ends when the first racing competitor has left the next stage following this posting.

- d) **Provisional general classification of Event:** posted by the Course Director at 19h00 the day after the stage in question. It becomes definitive after the period for complaints, which ends when the first competitor on the course has left the next stage following this posting.
- e) The official classification of Leg and general classification of Event will be confirmed and signed by the College of Sporting Stewards, daily during the meeting of the College, after the period for complaints.
- 2) The various classifications will be posted each evening at the bivouac at 19h00, in the catering area and at race control (PCO).
- 3) On the rest day the classifications of the previous leg will be posted at 19h00 and become definitive 0h30 after.
- 4) Given that the classification becomes definitive as concerns the elements used to compile them, these elements and only these elements may be considered regarding any protest, once the final classifications are posted at the end of the event.
- 5) **The official classification of the Dakar 2011 will be posted on the official notice board at La Rural, in Buenos Aires, at the entry of the parc fermé, on 15th January 2011, at the competitors department's tent, at the entry of the parc fermé. They become definitive 30 minutes after their posting (reclamation period).**

45P PENALTIES

- 1) Any failure to respect the texts of these regulations for which the penalties are not mentioned will be recorded in a report to the Clerk of the Course, and the Stewards will decide what penalty to impose.
The penalties incurred are applied to the classification of the Leg and to the general classification of the Event.
Sporting penalties shall be applied to the time of Selective Sections and other time penalties will be applied to the general classification.
- 2) All fines will be donated to charity, with the agreement of the FFSA.
- 3) Where there is a difference between the text of an article and the table it is the text of the article that takes precedence.

SUMMARY OF PENALTIES	Art. n°	Request for A.S.N. sanctions	Start Refused	Exclusion	Time penalties	Financial penalties	Penalty Decisions at Stewards' Discretion
Assistance in a closed space or private place ▪ 1 st infraction ----- ▪ repeated -----	3P4.c				3h00		
				X			
Iritrack not on during tests	3P4.d						X
Speeding in bivouac and/or dangerous driving in bivouac	3P4.e						Up to exclusion
Absence at 1 st briefing	3P5.b					500 €	
3 rd infraction, when speeding	3P18						Up to exclusion



From January 1st to January 16th, 2011

THE LEGEND CONTINUES

Retirement of crew member or admission of third person aboard vehicle	12P1.3			X			
Air, water or land transport of a crew member by a third person	12P1.4			X			
Safety equipment not FIA approved	12P1.5		X				
Not wearing compulsory safety equipment on a selective section	12P1.5			X			
Vehicle's characteristics not corresponding to those on entry form	14P1.5		X				
Non administrative or technical conformity	14P3.1		X				
Absence or faulty positioning of a race number or plate	15P5					10% of entry fees (per infraction)	
Absence or faulty positioning of 2 or more race numbers or plates	15P5					20% of entry fees	
Names of the crew members and national flag not featured on each wing of the vehicle	15P6					10% of entry fees (per infraction)	
Absence of bracelet	15P7					10% of entry fees	
Refusal of optional advertising ▪ Per car ----- ▪ Per truck -----	16P1.4					15.360 € 23.040 €	
Absence or damage of advertising ▪ 1 st offence ----- ▪ 2 nd offence -----	16P1.5					10% of fees 100% of fees	
Absence of hole for seal	17P2.1					150 € per missing hole	
Reconnaissance of route, tests or presence in the countries crossed	21P6						Up to start refused
▪ Possession of non authorised notes in the vehicle ----- ▪ Possession of satellite photos inside the vehicle -----	22P2.3		X	or X			
Non respect of itinerary by a T4.3, after assistance on another vehicle	23P2.1					50h00	
▪ T4.3 out of time for the start (missing leg) ----- ▪ Repeat offense -----	23P2.2					100h00 X	
Presence of assistance or signposting in Public Zones	23P3						Up to exclusion
Missing WPM, WPE, WPV, DZ, FZ, CP	24P2.1					See road-book	Up to exclusion

Exchange of GPS between vehicles	24P3.2						Up to exclusion
Unauthorised linking of equipment	24P3.3						Up to exclusion
Use of GPS points other than those of the organisers	24P3.7.a						X
Carry or possession of unauthorised systems of navigation	24P3.7.b						X
Presence of all unjustifiable wiring	24P3.7.c						X
Possession or use of forbidden system	24P3.7.d						Up to exclusion
Unblocking GPS using the "Emergency Code"	25P1				X		
Unblocking GPS using the code « WPM »	25P2						
<ul style="list-style-type: none"> ▪ 1st to 3rd utilisation for the 1st 20 and the priority drivers ▪ 1st to 3rd utilisation for the others ▪ 4th utilisation 						6h00 3h00	
Straying more than 90m from a DZ or a FZ	26P1 26P3					See road-book	
<ul style="list-style-type: none"> ▪ GPS not working due to competitor ▪ GPS code not entered 	27P3						Up to exclusion
<ul style="list-style-type: none"> ▪ Transport of a race vehicle ▪ Blocking a vehicle to avoid overpassing 	28P1				X		
Over speeding in control zones :							
<ul style="list-style-type: none"> ▪ Between 1 and 15 kph ▪ Between 16 and 40 kph 	28P3.2					1' per impulsion 2' per impulsion	100 € 200 €
Over 40 kph:							
<ul style="list-style-type: none"> ▪ 1st impulsion ▪ 2nd impulsion ▪ 3rd impulsion 						20' 1h00	300 € 1.000 €
					X		
Non payment of fines within 24 hours	28P3.3				X		
Speeding on road section with speed limit	28P4					Idem 28P3.2	Idem 28P3.2
Going over max speed, Trucks							
<ul style="list-style-type: none"> ▪ Between 151 & 155 kph ▪ Between 156 & 170 kph 	28P5					1' per impulsion 5' per impulsion	100 € 200 €
Over 170 kph:							
<ul style="list-style-type: none"> ▪ 1st impulsion ▪ 2nd impulsion ▪ 3rd impulsion 						20' 1h00	300 € 1.000 €
					X		

Sentinel not working due to crew ▪ For the 1 st 20 cars, 1 st 10 trucks and ASO priority drivers ▪ For others	29P1.2					1h00	300 €	
All vehicle refusing to be overtaken ▪ For the 1 st 20 cars, 1 st 10 trucks and ASO priority drivers ▪ For others	29P1.3					15'	300 €	
Not respecting the article	29P2 29P3							X
Not making the area safe in the case of an accident	29P2.3							X
Crew involved in an accident with injuries	29P2.4							Up to exclusion
Disrespectful behaviour	29P4.1.a						500 €	
Incorrect, fraudulent or unsporting action committed ▪ Before the event ▪ During the event	29P4.1.b		X		X			
▪ Leaving wheel and/or punctured tyre ▪ Repeat offense	29P4.1.c				X		1.000 € per wheel	
Transport of spare parts	29P4.2						500 € per spare part	Up to exclusion
Vehicle transferred or sold in a country crossed	29P4.3							Five years banned on Dakar
Not respecting the rules for crossing the borders	29P4.4							From 500€ up to exclusion
Not respecting the re exportation of a damaged vehicle	29P4.5	X						
Not respecting a sensitive area ▪ 1 st infraction ▪ repeat offense	29P4.6 a&c						1.000 €	
▪ Broken fences' gate ▪ Repeat offense	29P4.6.b				X		1.000 €	
Non-authorized use of satellite or GSM telephone	29P5.8							Up to exclusion
Use of any transmission or radio system not authorised	29P6							Up to exclusion
Competitor interferes with Iritrack	29P7.2							Up to exclusion
Incident due to crew or attempt at fraud (boarded camera)	29P8.3							X
Offence committed by an assistance vehicle	31P1.4							Up to exclusion

Returning to bivouac on unique piste	31P2.d			X			
Forbidden assistance	31P4						Up to exclusion
Assistance by a non accredited person or vehicle	31P4.2						
▪ on road section -----					3h00		
▪ on selective section -----					6h00		
▪ Repeat offense -----				X			
▪ Assistance on selective section -----	31P4.3			X	6h00		Up to excl.
▪ Repeat offense -----							
▪ Presence of an assistance on DSS, ASS or race road section -----	31P4.4			X	3h00		Up to excl.
▪ Repeat offense -----							
▪ Transport, delivery etc. of spare parts -----	31P4.5				6h00		Up to excl.
▪ Repeat offense -----				X			
▪ Assistance outside the bivouac or in an enclosed place -----	31P4.6				6h00		Up to excl.
▪ Repeat offense -----				X			
Signposting, transmission of information	31P4.7				3h00	500 €	
Presence of a vehicle on the itinerary before the race	31P4.8			X of all the competitors assisted			
▪ Not authorised airborne assistance -----	31P4.9				6h00		Up to excl.
▪ Repeat offense -----				X			
Presence of a Team Manager on the selective section	31P5.1						Up to exclusion
Transport of parts or tools by a Team Manager on the plane	31P5.1						Up to exclusion
Non respect of refuelling safety rules	31P6.7						X
Refuelling by a T5, outside the bivouac	31P6.9						X
Not respecting the rules for fuel	31P6.10						Up to exclusion
Not respecting the art. for a race vehicle that has become an assistance vehicle	31P7	X					
Change of engine block	32P			X			
Unauthorised modification of time card not approved by a steward	34P2			X			
Absence of stamp or non respect of chronological order	34P4						Up to exclusion
Loss or damage of time card	34P6				5'		

Entering a control area from the wrong direction and/or re-entering a control zone when the time card has already been checked <ul style="list-style-type: none"> ▪ 1st infringement ▪ 2nd infringement ▪ 3rd infringement 	35P4					10' 1 hour or FP		
Failure to comply with the instructions of the marshal in charge of a control post	35P7							Up to exclusion
Time difference at a TC	36P1.8					1' per minute		
<ul style="list-style-type: none"> ▪ Late at start CH of a Leg or Selective Section, until closing of control ▪ After closing of control 	36P2 & 36P3				X	1' per minute		
Selective Section: Overrunning max time	36P4.2					Max time + FP		
Non respect of article 36P5.2	36P5.3				X			
<ul style="list-style-type: none"> ▪ Crew not stopping in interview zone or incivility ▪ 2nd offence 	36P7						500 €	X
<ul style="list-style-type: none"> ▪ Not respecting the FIA norms ▪ Infraction to Appendix L 	38P1				X			
Driving in opposite direction on selective sections	38P1.2				X			Up to exclusion
Remaining on the starting line for more than 20" after the starting signal has been given	38P1.3					2'		
False start before controller's signal	38P1.5					1' mini		X
Stopping between yellow and stop panels	38P1.7					15'		
Not stopping at stop panels	38P1.9					1h00		
Crew refusing to start a selective section at its allotted time and position	38P1.12					15'		
Infringement of parc ferme regulations	41P1.2					10h00 mini		Up to exclusion
<ul style="list-style-type: none"> ▪ Work on vehicle after start time ▪ Over 30' late 	41P1.3				X	1' per minute		
Crew presents after limits	42P1.1			X				
Vehicle not conform to safety regulations	42P1.3			X				
Responsibility / absence of identification marks	42P1.5				X			
Late at administrative checks, per minute:	42P2.2							
<ul style="list-style-type: none"> ▪ 1st hour ▪ subsequent hours 							50 € 80 €	

Late at scrutineering:	42P2.3						
▪ Up to 30'						15 €	
▪ 30' to 1 hour						30 €	
▪ following hours						15 €	
Absence at Iritrack or Sentinel training	42P2.5						500 €
Instrument or brackets not pre-installed	42P2.6						Boarding refused
Instrument or brackets not pre-installed	42P2.7						150 € per instrument
Vehicle does not conform at scrutineering	42P2.9			X			X
Presentation of copies of documents or non valid documents	42P3.4			X			
Amount of protest	43P1						700 €
Amount of appeal - national	43P5						4.000 €
Lack of survival equip at start	47P1.2						
▪ to comply					X	1' per minute	
▪ over 30'							X
▪ 1sr repeat					X		
▪ 2nd repeat							
▪ Not wearing FIA approved safety equipment on Selective Sections	47P2.1				X		
▪ Failure to present this equipment at scrutineering				X			
Failure to inform of retirement	47P3.1	X					X ASO refuse entry of crew
Letting of distress beacon	47P3.2						
▪ without medical reason					X		
▪ if the organisation intervenes					X		X
Transport of a competitor by any means of transport	47P3.5				X		

46P PRIZES
1) General Classification

1 st prize	1 trophy	6 th prize	1 trophy
2 nd prize	1 trophy	7 th prize	1 trophy
3 rd prize	1 trophy	8 th prize	1 trophy
4 th prize	1 trophy	9 th prize	1 trophy
5 th prize	1 trophy	10 th prize	1 trophy

2) Groups' Classifications

GROUP T1 4x4		GROUP T1 / 2 WHEEL-DRIVE	
1 st prize	1 trophy	1 st prize	1 trophy
2 nd prize	1 trophy	2 nd prize	1 trophy
3 rd prize	1 trophy	3 rd prize	1 trophy
GROUP T2		GROUP T4	
1 st prize	1 trophy	1 st prize	5.000 € + 1 trophy
2 nd prize	1 trophy	2 nd prize	3.000 € + 1 trophy
3 rd prize	1 trophy	3 rd prize	2.000 € + 1 trophy

3) Various Classifications

FACTORY TEAMS OR TEAMS SUPPORTED BY A MANUFACTURER GROUP T1.2 4x4 DIESEL		INDEPENDANTS GROUP T1.2 4x4 DIESEL	
1 st prize	1 trophy	1 st prize	3.000 € + 1 trophy
2 nd prize	1 trophy	2 nd prize	2.000 € + 1 trophy
3 rd prize	1 trophy	3 rd prize	1.000 € + 1 trophy
ALL DRIVERS			
GROUP T1.1 4x4 PETROL		GROUP T1.3 2x4 PETROL	
1 st prize	3.000 € + 1 trophy	1 st prize	3.000 € + 1 trophy
2 nd prize	2.000 € + 1 trophy	2 nd prize	2.000 € + 1 trophy
3 rd prize	1.000 € + 1 trophy	3 rd prize	1.000 € + 1 trophy
GROUP T1.4 2x4 DIESEL		GROUP T2.1 PETROL	
1 st prize	3.000 € + 1 trophy	1 st prize	3.000 € + 1 trophy
2 nd prize	2.000 € + 1 trophy	2 nd prize	2.000 € + 1 trophy
3 rd prize	1.000 € + 1 trophy	3 rd prize	1.000 € + 1 trophy
GROUP T2.2 DIESEL		GROUP T1.5	
1 st prize	3.000 € + 1 trophy	1 st prize	1 trophy
2 nd prize	2.000 € + 1 trophy	GROUP OPEN	
3 rd prize	1.000 € + 1 trophy	1 st prize	1 trophy
WOMEN		CHALLENGE NRJ	
1 st prize	3.000 € + 1 trophy	1 st prize	20.000 € + 1 trophy
2 nd prize	1 trophy		
1 st PARTICIPATION		SOLO	
1 st prize	3.000 € + 1 trophy	1 st prize	1 trophy
2 nd prize	2.000 € + 1 trophy	2 nd prize	1 trophy
3 rd prize	1.000 € + 1 trophy	3 rd prize	1 trophy
GROUP T4.1		GROUP T4.2	
1 st prize	3.000 € + 1 trophy	1 st prize	3.000 € + 1 trophy
CHALLENGE 6X6		CHALLENGE UNDER 10 LITRES CC	
1 st prize	1 trophy	1 st prize	1 trophy

- 4) Trophies will be awarded to winners at the official prize giving to be held on 16th January 2011, at la Rural in Buenos Aires, from 10.00 am. Prize money will be sent to competitors by 31st March 2011 at the latest.
- 5) The prizes are cumulative. The total amount of prizes given out is 81.000 €.

47P CREWS' SAFETY

47P1 SURVIVAL EQUIPMENT

1) For safety reasons crews must carry with them in their vehicles the following material:

- 1 lighter
- 1 strobe lamp
- 1 torch
- 3 hand-held flares : 1 night hand flare, 1 night / day hand flare, 1 light stick
- 1 compass
- 1 distress mirror
- 1 reserve of 5 litres of water per person + 1 1,5 litre 'camelback' type drinking system per person at the start of each stage
- 1 seat belt cutter for each person, accessible by both the driver and co-driver, from the seat with harness fastened
- 1 foil survival blanket per person
- 1 very loud horn, that functions perfectly throughout the event
- 1 safety triangle + 2 yellow fluorescent jackets
- 1 Sarsat distress beacon
- 1 Iritrack
- 1 Sentinel

2) All crews coming to the start of a leg without all the compulsory survival equipment (water and safety material) will have a time limit of 30 minutes in which to conform to these regulations. The time taken will be considered as time late for a time control and will result in penalties of 1 minute for every minute late. A new start time will be given. All lateness over 30 minutes will result in exclusion from the race.

Repeat offenders on following Legs will receive penalties up to and including exclusion from the race, to be decided upon by the College of Sporting Stewards. Repeat offenders will be readmitted one time only.

3) Safety and survival equipment must be accessible without dismantling, so that the race direction may carry out checks before the start of each Leg.

The location of the distress beacon must be shown on the outside of the vehicle using a sticker supplied by A.S.O.

The instructions for the various items of safety equipment must be respected and competitors will be tested on their knowledge, during the administrative checks.

4) If the windscreen is broken and it cannot be repaired, the crew will be allowed to take the start of following legs without a windscreen, with a jet helmet and motorcycle goggles (safety net not compulsory).

47P2 EQUIPMENT

1) The wearing of a FIA approved fireproof overall suit, undergarments, balaclava, socks, shoes, gloves (driver) (complying to FIA norms 8856-2000, Appendix L chapter 3 FIA) is compulsory during selective sections, on pain of exclusion from the race, and strongly recommended for off-road and tracks'road sections.

The wearing of a harness is compulsory throughout the event.

This equipment must be presented during technical scrutineering, on pain of being refused a start.

2) The wearing a "Hans" type head restraint system is mandatory and must comply with Appendix L, chapter 3, FIA.

47P3 RETIREMENTS - EXCLUSION

1) In the case of retirement, it is imperative that the crew informs, by all possible means, and as quickly as possible, the PCO on +33 1 41 33 15 81.

Failure to respect this important safety clause will result in the refusal of all future applications to take part in any cross-country rally organised by A.S.O..

In addition, failure to respect the obligation to inform the organisers in the case of retirement, where search operations are carried out, will result in the crew in question being liable for the financial costs of search operations and the request to the crews' national federation for further sanctions, upon the discretion of the College of Sporting Stewards.

2) In the case of retirement due to mechanical breakdown the competitor must imperatively spend a night out on the track before letting off their Sarsat distress beacon, if they have not yet been picked up by the sweeper truck.

The letting off, without medical reason, of the distress beacon, will result in exclusion, as well as the financial liability of the competitor concerned, in the case of intervention by the organisation.

3) In the case of retirement it is the crews' responsibility to ensure that safety material is returned as fast as possible to the relevant suppliers (Sarsat distress beacon, Iritrack, Sentinel, GPS and associated accessories). This equipment must be returned to the representatives of the suppliers of this equipment, located at the Safety Center. Under no circumstance can ASO be held responsible for the disappearance or loss of this equipment, too often handed to a third party.

4) In the case of retirement, it is the responsibility of the crew or competitor to organise the transport of their vehicle to Port de Delta Dock. The cost of removing the vehicle for the selective section, as well as the cost of transport, is entirely at the charge of the crew or competitor.

The organisers can provide competitors with the contact details of companies able to retrieve vehicles from the piste and / or transport them to Buenos Aires.

5) The transporting of a crew member by helicopter or aboard any other means of transport during all or part of a leg will result in exclusion from the race.

Crews that have retired may under no circumstance be transported by the organisation during all or part of the remaining route.

47P4 CLOSING THE PISTE

1) The organisers' 'sweeper' vehicles will close the rally piste.

As it is impossible to guarantee that the sweeper truck will pass by the exact spot where a vehicle has broken down, it is the competitors' responsibility to indicate their position to the PCO using the safety equipment aboard. The sweeper trucks will pick up competitors whose vehicle has broken down, but will under no circumstances tow the broken down vehicle.

2) Competitors who refuse to take a place aboard the sweeper truck do so entirely at their own responsibility and must sign a disclaimer which will be given to them by the members of the organisation in charge of closing the piste.

No action may be taken against the organisers in the case where competitors refuse to board the sweeper truck. However, refusal to sign the disclaimer will not result in exclusion from the race.

47P5 DEPOSITS- LETTER OF UNDERTAKING

There will be no requirement to pay a deposit to ASO.

For safety equipment (GPS, Sentinel, Iritrack, Sarsat distress beacon), a deposit will be paid directly to the supplier.

Competitors will be required to sign a letter at administrative checks by which they undertake to :

- respect the regulations and the safety rules,
- pay for any damage caused to safety and navigation equipment supplied to them for the rally (GPS, Iritrack, Sentinel, Tripy),
- return safety and navigation equipment supplied to them for the rally (GPS, Iritrack, Sentinel, Tripy) by the latest at the end of the rally,
- return all material lent to them for the rally,
- respect the retirement rules.



From January 1st to January 16th, 2011

THE LEGEND CONTINUES

TECHNICAL REGULATIONS

PREAMBLE

The technical regulations for the 33rd Personal Dakar Argentina - Chile conform with the 2010 FIA regulations for cars and trucks. There are however some exceptions, which you will find detailed in the following pages.

The FIA technical regulations can be consulted on their web site: www.fia.com
(Click on: FIA Sport / Regulations / FIA Cross-Country Rallies. Then articles 281, 282, 283, 284, 285, 286, 287.)

FIA:

Tel: 00.41.22.544.44.00 (Switzerland)

Technical contact - cars:

André OLIVIER. Tel: + 33.6.79.14.11.42 (France) – E-mail : andre.olivier9@wanadoo.fr

Thierry GARBI (France) - E-mail : imsa.batiment@wanadoo.fr

Technical contact - trucks:

Fabien CALVET. Tel: + 33.6.72.37.20.02 (France) – E-mail : fabien.calvet@mac.com

CARS

I - APPENDIX J ARTICLE 285 (2010) REGULATIONS SPECIFIC TO IMPROVED CROSS-COUNTRY VEHICLES (GROUP T1)

Group T1 vehicles must conform to FIA Appendix J, article 285 (2010), with the exception of the following points.

However, vehicles conforming to Appendix J 285-2009 will be accepted, with the exception of the following points.

1P1 ENGINE (Art 285.5, Appendix J FIA)

1) Air restrictor for engines over 5.250 cc :

Over 5250 cc engines are free.

They must use at the most an air restrictor of 37.2 mm and deactivate all variable exhaust / admission systems.

For candidates with other types of engines, an acceptance file must be presented a minimum of 3 months ahead of the closure of entries.

2) Restrictor for petrol engines (art 285.5.1.3.1):

2 valves per cylinder	Ø 35
over 2 valves per cylinder	Ø 34

3) Restrictor for supercharged diesel engines (art 285.5.1.3.2):

	Factory team or team supported by a manufacturer	Independants
Turbo Diesel Engine	Ø 38	Ø 39

1P2 TRANSMISSION (Art 285.6, Appendix J FIA)

For the factory teams or the teams supported by a manufacturer, the text is modified as follows:

Gearbox

The gearbox is restricted to 5 forward gears and 1 reverse gear.

No other system to change the gear of the transmission chain while the vehicle is moving, is allowed.

NB: Only one set of 1st gear, 2nd gear, 3rd gear, 4th gear, 5th gear, crown wheel and pinion, drop gear may be declared, throughout the whole event.

ART 2P - APPENDIX J ARTICLE 284 (2010). REGULATIONS SPECIFIC TO PRODUCTION CROSS-COUNTRY VEHICLES (GROUP T2)

Group T2 vehicles must conform to FIA Appendix 2 of the General Prescriptions and to Appendix J, article 284 (2010), with the exception of the following points.

However, vehicles conforming to Appendix J 284-2009 will be accepted, with the exception of the following points.

RESTRICTOR (NORMALLY ASPIRATED PETROL ENGINES) – Appendix J FIA, art. 284.6.1

In conformity with article 255.13, except:

For engines with more than 2 valves per cylinder, the air intake system must be fitted with an air restrictor at least 3 mm long and with a maximum internal diameter of:

- 34 mm for vehicles up to 4 000 cm³
- 37 mm for vehicles up to 6 000 cm³
- 40 mm for vehicles over 6 000 cm³

ART 3P - INTEGRATION OF VEHICLES CONFORMING TO SCORE US REGULATIONS 2006-2010.

Definition of the categories and classes: article 9P2 of the supplementary regulations.

3P1 ADMISSIBLE VEHICLES

Technical details, Group OPEN vehicles:

All 2 or 4 wheel drive vehicles conforming to Score regulations (2006-2010 Score International Off-road Racing Rules and Regulations) are admissible, with the exception of classes ½-1600 and 5-1600, under the following conditions: Respect of articles Appendix J – FIA 285.7 and 285.3.

3P2 CONCEPTION OF THE ROLL CAGE

The roll cage must conform to score regulations (see article CR33) or Article 283/8 Appendix J - FIA

3P3 ROLL CAGE DIMENSIONS

The dimensions of the tubes must conform with score regulations (see article CR33) and more precisely respect the following dimensions of the following table:

Vehicle weight	Open cockpit	Closed cockpit
1,350 kg to 1,360 kg	∅ 44,4 mm x 3,05 mm	∅ 38,1 mm x 3,05 mm
1,360 kg to 1,810 kg	∅ 50,8 mm x 3,05 mm	∅ 44,4 mm x 3,05 mm
Over 1,810 kg	∅ 57,2 mm x 3,05 mm	∅ 50,8 mm x 3,05 mm

3P4 WEIGHT

Group OP.1: For 2-wheel drive, the minimum weight is 1.400 Kg

Group OP.2: The minimum weight is 2.800 Kg

Or respect of art. 285.3, appendix J FIA

3P5 TYRE SIZE

Tyres must respect the following sizes:

- **950 mm max, for 2-wheel drive** Group OP.1 vehicles and for Group OP.2 vehicles.
- **840 mm max, for 4-wheel drive** Group OP.1 vehicles, on 15 inch rims.
- Or respect of article 285.8, appendix J FIA and Art. 10P of the specific regulations.

3P6 VEHICLE WIDTH

Group OP.1: For **4-wheel** drive, the max width is **2,20 metres**.

For **2-wheel** drive, the max width is **2,40 metres**.

Group OP.2: The max width is **2,20 metres**.

3P7 RESTRICTOR

Group OP.1 and OP.2 vehicles must conform to Article 1P1 of the current technical regulations (2 wheel drive only), as well as with Appendix J FIA, Article 285.4.1.1.1 and Article 285.4.1.1.2

3P8 INFLATION / DEFLATION

Automatic inflation / deflation will be allowed for Group OP.2 vehicles if it exists as standard and providing the system has not been modified in any way.

Automatic inflation / deflation systems are forbidden for vehicles in Group OP.1 4x4 even if fitted as standard (appendix J FIA, article 285.8).

3P9 MISCELLANEOUS SAFETY EQUIPMENT

Vehicles must conform to appendix J FIA, Article 283, articles 7, 15, 16, 17, 18 and 19.

3P10 FUEL TANKS

Fuel tanks must conform either to article CR21 of the score regulations or with Appendix J FIA, Article 293, article 14.

3P11 FUEL

Fuel used must conform with Appendix FIA, Article 282, article 9 and the specific regulations of the event, article 31P6.

ART 4P - TRUCKS

Group T4 vehicles must conform to FIA Appendix J, article 287.

4P1 ENTRY OF RACE TRUCKS WHOSE HOMOLOGATION HAS LAPSED

You may enter in the T4 category (race trucks) a truck that has already participated in events in the past, but whose homologation has lapsed.

To do so you must send a representation dossier to the FIA including the following elements:

- Request for an extension of homologation
- Proof of participation of the vehicle in FIA events and a list of these events.

After examination of your dossier, the FIA will issue you with a technical passport.

No requests will be considered after 1st November 2010.



From January 1st to January 16th, 2011

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The dossier should be sent to:

Pierre CAPORAL – FIA
2, Chemin du Blandonnet – Case Postal 296
1215 GENEVE 15 AEROPORT – SUISSE

4P2 ENTRY OF TRUCKS IN THE PROCESS OF BEING HOMOLOGATED

Vehicles whose homologation request is in the process of being processed by the FIA may benefit from an ASO technical passport valid for 3 years, following a visit by an ASO approved technical scrutineer.

4P3 SMOG CONTROLS

A judge of fact will be set up to check the smog of the trucks (T4). Any excessive emission will be penalised as follows:

- 1st infringement : 500 €
- 2nd infringement : 500 € + 15 minutes
- 3rd infringement : 1.000 € + 1h00
- 4th infringement : exclusion

Only one infringement can be noted per leg.



From January 1st to January 16th, 2011

THE LEGEND CONTINUES

APPENDICES



APPENDIX 1 – CANDIDATE FILES - ENTRIES

1.1 CANDIDATE FILE – ENTRY FEE

- 1) An application file (conditions and entry fees) can be downloaded from the www.dakar.com from 15 May 2010. They must be returned to the competitors' service before 1st November 2010.
- 2) Payment deadlines must be followed. Late payments will be subject to the full registration fee of 13 000 € (individual fee, price per person).
- 3) ASO reserves the right to cancel registrations that have not been paid in full by 1st November 2010.

1.2 CANCELLATION AND REQUEST FOR REFUNDS:

- 1) So as to avoid any ambiguity, cancellation of entries and requests for refunds must be sent by registered post. Cancellations and requests for refunds must be sent to:
A.S.O. – Dakar Competitors' Service
253, Quai de la Bataille de Stalingrad – Immeuble Panorama B
92137 Issy les Moulineaux cedex - France
- 2) Refunds will be made by 31st March 2011 at the latest.
- 3) For all cancellation of entries, refunds will be made in the following manner:
 - In the case of cancellations made before 1 September 2010 = 1.500 € administration costs retained.
 - In the case of cancellations after 1 September 2010 = 100% of the amount paid retained.
- 4) In the case of a serious problem, justified by medical opinion (original document), the partial repayment of monies paid can only be made if requested by registered letter. 3 000 € will be retained.

APPENDIX 2 – BOAT – PLANE – ACCOMMODATION - TRIPS

2.1 BOAT

Shipment fees are included in the vehicle entry fee.

Cars must measure no more than 2.50 m in height (rack included).

Trucks must measure no more than 4.20 m in height (rack included): official height of bridges, electrical lines etc. in both Argentina and Chile.

Trucks whose length is between 9 and 11 metres must pay a supplement of 500 €, those with a length of between 11 and 13 metres a supplement of 1 000 €. Please contact the organisers concerning vehicles over these lengths.

2.2 LIABILITY AND MARITIME INSURANCE

When crossing waterways, from the moment the vehicle is embarked at the port of Le Havre or Delta Dock (Argentina), Public Liability cover taken out by the organiser with AXA France is not effective.

Under maritime legislation and international conventions, the carrier's public liability insurance offers minimal cover for damages and loss of goods (Brussels Convention 1924 amended by Protocols in 1968 and 1979).

Therefore, during the parcs fermés on the ports of Le Havre and Delta Dock and during the maritime transport, the carrier's responsibility, and therefore the responsibility of A.S.O. or of V.S.O., is strictly limited to legal terms (act dated 18 June 1966 and decree dated 31 December 1966) regarding the maritime carriage of vehicles, which stipulate in particular the limits of reimbursement for damage to goods:

- 2 SDR (Special Drawing Right) per kilo or 666.67 SDR per package or unit (rate of 1 SDR as at 23/04/2010 = €1.1365),
- maximum indemnity per vehicle transported: €4,600 following loss or damage.

It is therefore highly recommended that additional insurance be arranged to cover damage to vehicles suffered during maritime carriage organised by A.S.O. This cover may be arranged with the Sport Events Department of Gras Savoye whose contact details, offer and website address can be found on the rally website at www.dakar.com, or by the insurance agent of your choice. A cover note and information sheet will also be sent. This insurance is optional, but is strongly recommended and may, if required, be arranged by contacting the Sport Events Department of Gras Savoye prior to the boat of the organisation's departure, and on 12th November 2010 at the latest.

2.3 AIR FLIGHT - ACCOMMODATION – TRAVEL SERVICES

1) For the Dakar 2011, our in-house travel agency, V.S.O., organises a certain number of individual trips, including one for the rest day for mechanics, sponsors, and family and friends of the competitors.

Our travel agency is also able to put in place personalised packages and to help you in your organisation of this Dakar.

All our programmes feature on our website: www.dakar.com in the field « trips ».

The number of places being limited, we advise you to reserve, as of now, the necessary place(s) for your mid-race assistance, before 31st July 2010.

2) As on previous years, V.S.O. also proposes several package trips and services for competitors:

- Accommodation at the start and finish and for the rest day
- Special flight from Europe to Buenos Aires or Santiago and return, with the possibility to modify the return without cost, according to the availability.

Documentation and tariffs are already available.

3) **Don't hesitate to contact:**

V.S.O.

253, Quai de la Bataille de Stalingrad – 92137 Issy-les-Moulineaux cedex

Tel. : 33 (0) 1 41 33 14 85 – Fax : 33 0 (1) 41 33 14 86

e-mail: vso@aso.fr

APPENDIX 3 – SAFETY EQUIPMENT & GPS

All Safety and Navigation suppliers will be present:

- every morning at the start from the bivouac
- permanently at the Safety Center, close to the « Malles Motos » plane for advice, repairs... and, in the case that you retire, to collect your equipment.

3.1 SARSAT DISTRESS BEACON

1) The rental of the obligatory Sarsat distress beacon is included in the global vehicle tariff. You will receive the distress beacon at administrative checks from our service provider, TDCOM.

2) **You will be charged a deposit by TDCOM.**

You will have to pay this deposit when booking your Sarsat distress beacon before the delivery of the instrument in Le Havre.

Your deposit covers the Sarsat distress beacon for the amount of 750 € including taxes, guaranteeing the return of material in good working condition.

3) In the case where a new Sarsat distress beacon is requested during the rally (following problems with the first), a new deposit will be requested directly by our supplier. In case of damage to the Sarsat distress beacon, an estimate will be made by the factory and an invoice issued by TDCOM.

In the case where the Sarsat distress beacon is used, the costs of replacing the battery and a check of the Sarsat distress beacon will be invoiced at 280 € including taxes for car distress beacons.

4) **The Sarsat distress beacon must be returned at the end of the rally to TDCOM, who will ensure recuperation on the ground. The deposit of any Sarsat distress beacon not returned to TDCOM before 25 February in working order will be cashed.** After this date, any disputes will be dealt with directly by the supplier who will invoice 76 € per week, for additional hire.

3.2 IRITRACK (RACE)

1) The hire of an Iritrack is compulsory and included in the vehicle entry fee. It will be issued to you before boarding in Le Havre, by our supplier, TDCOM.

The installation kit, including the mounting bracket, cables and aerials, will be sent by courier on receipt of your order form and payment.

This kit must be installed before technical scrutineering and power must come directly from the battery.

On confirmation of your entry, ASO will send you information regarding this equipment.

2) The use of this equipment is compulsory (on pain of the start being refused) as is the maintaining of the equipment in working order, throughout the race, and over the whole of the route, including road sections.

3) **You will be charged a deposit by TDCOM.**

You will have to pay this deposit when booking your Iritrack before the delivery of the instrument in Le Havre.

Your deposit covers the Iritrack for the amount of 1.500 € including taxes, guaranteeing the return of material in good working condition.

4) In the case where a new Iritrack is requested during the rally (following problems or loss of the first), a new deposit will be requested directly by our supplier.

In case of damage to rented equipment an invoice issued by TDCOM.

5) **The Iritrack must be returned at the end of the rally to TDCOM, who will ensure recuperation on the ground. The deposit of any Iritrack not returned to TDCOM before 25 February in working order will be cashed.** After this date, any disputes will be dealt with directly by the supplier who will invoice 76 € per week, for additional hire.

3.3 TELEPHONE – SAFETY EQUIPMENT

All safety and survival equipment as detailed in **Article 31P1** can be obtained, like satellite telephones, from TDCOM.

For further information concerning the three pieces of equipment please contact:

TDCOM – Rallye Raid Department
ZAC de la Butte Gayen – 3, Avenue des Erables – 94440 SANTENY
Tel.: +33(0)1 45 10 37 54 – Fax: +33(0) 1 43 86 19 17
rallye@tdcom.fr

3.4 G.P.S. EQUIPMENT

1) To ensure an equal chance for all, A.S.O. will supply all competitors with a specific single type of G.P.S. The functions of this equipment have been intentionally restricted in order to preserve an element of navigation in the desert.

It is compulsory to carry this equipment on board (otherwise the start will be refused) and to keep it switched on, throughout the race, and that over the entire route, including road sections.

2) a) The rental of obligatory G.P.S. is included in the global vehicle fee.

It includes :

- 1 "colour" G.P.S. for car – truck competitors
- 1 GPS (identical to the 2010 Dakar model, whether or not linked to the IRITRACK) for motorcycle – quad competitors.

The instruments will be delivered by our supplier, ERTF, before boarding, in Le Havre.

b) The fitting of the GPS requires an installation kit, not included in the vehicle fee, that the competitor must procure directly from ERTF. It must be installed before scrutineering.

NB: Car – truck competitors equipped before 2011, must procure from ERTF a new power cable and a new colour GPS mounting bracket.

Competitors will be required to ensure the following:

- The mechanical and electrical installation, with a continuous power supply of between 9 and 30 volts, regulated and protected by a **3 amp fuse for cars – trucks** and a 2 amp fuse for motorcycles and quads.
- The mechanical mounting must be flexible and include the supplied silent blocks.

3) Compass heading repeaters and/or speed or distance trips, other than the model homologated by A.S.O., are prohibited, as are all other accessories not homologated and connectable to the GPS.

Upon confirmation of entry, A.S.O. will forward to you an information sheet concerning this equipment.

4) **You will be charged a deposit by ERTF.**

You will have to pay this deposit when booking your GPS before the delivery of the instrument in Le Havre.

Your deposit covers the GPS for the amount of 1.000 € including taxes, guaranteeing the return of material in good working condition

5) In the case where a new GPS is requested during the rally (following problems or loss of the first), a new deposit will be requested directly by our supplier.

In case of damage to rented equipment an invoice issued by ERTF.



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6) The GPS must be returned at the end of the rally to ERTF, who will ensure recuperation on the ground. The deposit of any GPS not returned to ERTF before 25 February in working order will be cashed. After this date, any disputes will be dealt with directly by the supplier who will invoice 76 € including taxes per week, for additional hire.

7) For further information, contact:

Société ERTF COMPETITION
Parc Technologique de Soye - BP 81 - 56275 POLOEMEUR
Tel.: +33 (0)2 97 87 25 85 - Fax: +33 (0)2 97 37 59 21
competition@ertf.com

3.5 SENTINEL

1) So as to increase safety of competitors during overtaking and to avoid accidents, the use of the Sentinel equipment is compulsory (on pain of being refused a start) as its maintenance in a functioning condition over the whole route.

The compulsory hire of the Sentinel is included in the vehicle entry fee. The instruments will be delivered by our supplier, ERTF, before boarding in Le Havre.

2) The fitting of the Sentinel requires an installation kit, not included in the vehicle entry fee, which competitors must obtain directly from ERTF, if they do not already possess such a kit. The kit must be fitted before scrutineering and power must come directly from the battery.

Car / truck competitors already equipped before 2007 with the fitting kit must obtain from ERTF a new power cable with push button ALM2 (plus the direct connection to the vehicle's horn).

On confirmation of your entry, ASO will send you an information note concerning this equipment.

3) You will be charged a deposit by ERTF.

You will have to pay this deposit when booking your Sentinel before the delivery of the instrument in Le Havre.

Your deposit covers the Sentinel for the amount of 500 € including taxes, guaranteeing the return of material in good working condition

4) In the case where a new Sentinel is requested during the rally (following problems or loss of the first), a new deposit will be requested directly by our supplier.

In case of damage to rented equipment an invoice issued by ERTF.

5) The Sentinel must be returned at the end of the rally to ERTF who will ensure recuperation on the ground, and even in the case of retirement. The deposit for all Sentinels not returned to ERTF before 28 February in working condition will be cashed. **After this date any disputes will be resolved directly with the supplier who will invoice you 76 €, per week hire costs.**

6) For all additional information please contact:

Société ERTF COMPETITION
Parc Technologique de Soye - BP 81 - 56275 POLOEMEUR
Tel.: +33 (0)2 97 87 25 85 - Fax : +33 (0)2 97 37 59 21
competition@ertf.com

3.6 TRIPY – FOR ASSISTANCE ONLY

1) A.S.O. will supply to all assistance vehicles an electronic road book, a Tripy TRM-II-C. It will aid navigation for drivers of assistance vehicles and press cars.

The use of this equipment is compulsory (on pain of being refused a start) and it must be switched on and functioning throughout the event.

2) The compulsory hiring of the Tripy electronic road book is included in both the assistance and press entry fees. It includes 1 electronic Tripy TRM-II-C road book. The mounting of the cables will be checked in Le Havre. The equipment will be delivered at the administrative checks, in Buenos Aires by our suppliers TRIPY.

It is your responsibility, before arriving at Le Havre to:

- fit a RAM MOUNT type round mounting point
- fit a GPS antenna (a magnetic antenna that fits to the roof of the vehicle and antenna cable returning to the place where the mount had been installed),
- fit a power cable – between 9 and 30 volts DC – linked directly to the battery (and not after the vehicle's ignition key, neither after a circuit breaker)

So as to be able to carry out the installation of these three accessories before arriving in Le Havre, you will have to order the necessary parts from TRIPY who will send them along with detailed fitting instructions. These accessories must be paid for (the details of our supplier TRIPY are below).

3) **You will be charged a deposit by TRIPY.**

You will have to pay this deposit when booking your Tripy before the boarding in Le Havre. **Your deposit covers the Tripy for the amount of 1.000 € including taxes, guaranteeing the return of material in good working condition at the finish.**

4) **In the case where you request a new Tripy electronic road book (following loss or problems with the original) a new deposit must be made directly to the supplier. In case of damage to equipment hired, an invoice will be sent by Tripy.**

5) Electronic Tripy road books must be returned to Tripy at the end of the rally at the assistance park (Buenos Aires) on 15 or 16 January. A receipt will be given in exchange. Failure to return the Tripy electronic road book at this time will result in the retaining of the deposit.

6) For all further information please contact:

TRIPY S.A.

Faubourg de Bruxelles, 320 – B6041 Gosselies – Belgique

Tel.: +32 (0)71 34 74 90 - Fax: +32 (0)71 34 73 99

dakar@tripy.be

3.7 RADIO VHF – FOR ASSISTANCE CREWS ONLY

1) The hire of the VHF radio is possible for assistance vehicles, only from our supplier TDCOM.

2) The radio will be delivered at the administrative checks by our supplier, TDCOM. The installation kit, comprising of mounting brackets (radio and microphone), a magnetic 150 MHz aerial, a power supply cable running off the cigarette lighter and an open power cable will be sent by courier as soon as the order and payment have been received.

Upon confirmation of your entry ASO will send you an information note on this equipment.

3) For all additional information please contact: **TDCOM – Rally Raid Department**



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APPENDIX 4 – DAKAR BRANDS - TRADEMARKS

All information related to the right to use the Dakar brand are detailed on our website : www.dakar.com

APPENDIX 5 – AUDIO VISUAL COVERAGE

1) In order to permit the widest possible dissemination and promotion of the DAKAR, any and all persons taking part in the DAKAR for any reason (hereinafter collectively referred to as the Competitors) acknowledge and agree that their participation in the competition grants to the organizers and assignees the irrevocable right to reproduce and display, without any compensation whatsoever, their name, likeness, voice, biography and history, and more generally, their sports performance in connection with the DAKAR, as well as the trade name(s), trade mark(s), brand(s) of their vehicle parts manufacturers, constructors and sponsors, in any and all forms, on any media (whether now existing or hereafter developed) and in any format, for all kinds of world-wide use, including advertising and/or commercial use without any restrictions whatsoever except for those mentioned hereinafter, and for the entire duration of the protection currently granted for such use by legal or statutory provisions, judicial and/or arbitral decisions of all countries, as well as international conventions (present and future), including eventual extensions that could be made to this duration.

However, when the organizer authorizes a third party to use pictures of the competition for advertising or promotional purposes, the third party will not be allowed to use the name, voice, likeness, voice, biography, history or sports performance of a Competitor or the trade name, trade mark of his sponsor, vehicle parts manufacturer or constructor, with a view to a direct or indirect association between the Competitor, the trade name, the trade mark of his sponsor or vehicle parts manufacturer, and the product, service, trade name or trade mark of the said third party without the express consent of the Competitor, sponsor or vehicle parts manufacturer.

Likewise, with the exception of books, photograph books, comic strips, in any form of publication, video cassettes, CD-ROMs, DVDs or more generally all video recording or videodiscs, on any kind of device and in any format whatsoever, dealing with all or part of the DAKAR, posters, travel diaries, autograph books, maps, official programs of the DAKAR, the organizer will not exploit or allow the exploitation of the individual image of the Competitor in the context of marketing by-products known as merchandising.

2) Competitors and accompanying persons may not be allowed to film pictures of the DAKAR, whatever the means used and the purpose for which they are intended to film, without the prior written consent of the organizer. In this connection, written requests must be sent at the latest by the 1st of December preceding the start of the competition, to the following address:

*A.S.O. – TV Department
2, rue Rouget de Lisle - F - 92130 ISSY-LES-MOULINEAUX
Tel.: +33.(0)1 41 33 14 10 - asotv@aso.fr*

APPENDIX 6 – ONBOARD CAMERAS
TECHNICAL FILE
ONBOARD CAMERAS "RECORD" CAR

Product	Qty	Unit Weight (Kg)	Total Weight (Kg)	Unit Size L x w x h (mm)	Power requirements (Volt x Amp = Watt)
Camera + cable	3	0,360	1,08	-	12 x 0,2 x 3 = 7.2
Camera mount	3	0,300	0,900	-	
Recorder	1	1	1	148 x 65 x 133	12 x 0,8 = 9.6
Sequencer	1	0,500	0,500	-	12 x 0,6 = 7.2
Peltor	1			-	
Pre amp audio	1	0,600	0,600	-	12 x 0,2 = 2,4
Case	1	2	2,5	345 x 295 x 145	
Total			6,58		12 x 2,2 = 26,4

Summary "Car Record" :

3 cameras with their mounts + 1 case (345 x 295 x 145), integrating 1 recorder and 1 sequencer + 1 interface with the on board intercom.

Total weight (approx.) : 6,5 Kg

Power supply : 12 Volt / 3 Amp. / 36 Watt

ONBOARD CAMERAS "HF" CAR

Product	Qty	Unit Weight (Kg)	Total Weight (Kg)	Unit Size L x w x h (mm)	Power requirements (Volt x Amp = Watt)
Camera + Cable	3	0,360	1,08	-	12 x 0,2 x 3 = 7.2
Camera mount	3	0,300	0,9	-	-
Sequencer	1	0,550	0,550	-	12 x 0,4 = 4,8
Peltor	1			-	
Pre amp audio	1	0,600	0,600	160 x 115 x 43	12 x 0,2 = 2,4
Walkie talkie	1	0,600	0,600	170 x 60 x 40	12 x 0,1 = 1,2
Video transmitter	1	0,400	0,400	-	12 x 0,7 = 8,4
Audio transmitter	1	0,300	0,300	-	12 x 0,2 = 2,4
Amp 1 W	1	0,500	0,500	100 x 100 x 50	12 x 0,800 = 9,6
Support anti-vibration	1	0,500	0,500		
Aerials + cables HF			0,500	-	-
Total			5,93	-	12 x 3 = 36

Summary "Auto HF" :

3 cameras with their mounts + 1 interface with the onboard intercom + remote controlled sequencer + 1 audio pre amp + 1 walky-talky mounted on anti-vibration support + 1 video transmitter + 1 audio transmitter + aerials + HF cables.

Total weight (approx.) : 6,0 Kg

Consumption : 12 Volt / 4 Amp. / 48 Watt



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APPENDIX 7 - DAKAR SERVICE CENTER

Meet the sponsors at the heart of the race!!

The main concerns for the Sponsors of the Dakar are to provide help and real services to the competitors.

Just like every year, help will be provided to the competitors to replace their pneumatics, advice on how to use them properly, assistance in sticking and miscellaneous repairs, etc...

In 2011, the Dakar Service Center will be located close to the catering space, at the heart of the bivouac, to welcome the competitors every days in two new facilities dedicated to the participants

- A "relaxation area" to release the tensions from the race
- A "roadbook area" for better preparation for the next stage.

An accurate list of all the services provided by the sponsors of the 2011 Dakar will be given to the entire caravan.





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ASSISTANCE REGULATIONS



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THE LEGEND CONTINUES

1. SPORTING REGULATIONS

ART 1 - ELIGIBLE VEHICLES

- 1) Are admissible:
 - a) All standard 4x4 petrol and diesel off-road vehicles.
 - b) Standard off-road trucks over 3.5 tonnes conforming to T4 truck regulations, even if they are not FIA homologated.
 - c) SUVs and 4x4 vans. To enter these vehicles a specific request, accompanied by a photo of the vehicle (number plate visible) and a photocopy of the registration document must be made to the Dakar sporting service.
 - d) Camping cars and mobile homes, including 2-wheel drives. To enter these vehicles, a specific request, accompanied by a photo of the vehicle (number plate visible) and a photocopy of the registration document must be made to the Dakar sporting service. It should be noted that the organisers cannot be held responsible if these vehicles are unable to access certain bivouacs. In no case may these vehicles go on the itinerary of the special stage.
- 2) Are forbidden:
 - a) Articulated lorries.
 - b) Trailers.
 - c) 2 wheel drive vehicles (with the exception of camping cars and mobile homes).
- 3) At the start of the race, ASO reserve the right to refuse the entry of all vehicles which appear not to be suitable or which do not correspond to the vehicle declared, or all cars more than 6 years old or a truck more than 15 years old.
No change will be possible after the scrutineering.
- 4) Assistance vehicles entered in the car category must not measure more than 2.50 m high (roof rack included) on pain of paying a supplement corresponding to the entry fee for the assistance truck category.
- 5) Trucks in the assistance category will not be able to embark if more than 4.00 m high (roof rack included). Attention: the official maximum height is 4.00 m in both Argentina and Chile (bridges, electrical lines etc.).
Trucks whose length is between 9 and 11 metres must pay a supplement of 500 €, those with a length of between 11 and 13 metres a supplement of 1.000 €. Please contact the organisers concerning vehicles over these lengths.

ART 2 - CREWS

- 1) Admissible, upon invitation, all persons over 18 years of age.
- 2) Crews may be composed of:
 - From 2, up to 4 persons, in trucks, if the truck is homologated for 4 persons as standard, and providing this is stated on the registration papers.
 - From 2, up to 4 persons, in cars, depending on the type of vehicle entered.

Only 4x4s having the possibility on the registration documents, to carry 4 people on board, will be allowed to transport 4 people.

For all demands of additional crew members, a written document should be sent to the organisers, who will, depending on the conditions, accept an additional member or not.



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3) FIA licences are not necessary for assistance crews.

In the truck category, it is authorised to have only one holder of the heavy goods' driving licence on board.

4) No changes to assistance crew members will be allowed once scrutineering has been passed, under pain of a 500 € fine, per infringement, per crew member; except for those persons entered as Team Managers, or if authorised, exceptionally by the Organisers.

5) If an assistance crew member leaves their vehicle due to force majeure, the vehicle may continue providing the Race Direction is informed. In no case can the crew member be replaced. During the race, under exceptional circumstances and following autorisation from the organisers, a person may continue alone aboard their vehicle.

6) All infractions will incur the disqualification from the race of the assistance vehicle.

ART 3 - BRIEFING

A general briefing (race and assistance) will be held in Buenos Aires at La Rural on 1st January 2010, at 10.00 am.

The presence of at least one member of each assistance crew is compulsory, on pain of a penalty of 500 €.

ART 4 - ENTRIES

Conforming to the current specific regulations: article 14P and appendix 1

All "assistance" entries must be attached to a competitor in the race to be accepted.

ART 5 - IDENTIFICATION

1) A specific paper, considered as an identity card, and featuring the names and photographs of crew members, must be displayed on one of the windows of vehicles throughout the entire length of the event (size A5).

2) An identification will be given to each member of an assistance crew, at the administrative checks in Buenos Aires.

The emergency phone number of the PC (+33 1 41 33 15 81) is written on the bracelet.

In the case of loss or damage, the participants will have to ask for a new one either to the Competitor Dept or the person in charge of the Assistance category.

This bracelet will be required to enter the bivouacs.

ART 6 - ATTRIBUTION OF NUMBERS AND START ORDER

6.1 ATTRIBUTION OF NUMBERS

Numbers will be attributed at the discretion of the Organising Committee.

6.2 START ORDER

During the race, starts will be free, except on some legs where start times will be imposed and written on the time schedule handed out to the participants at the administrative checks in Buenos Aires.

ART 7 - CHECKING IN / TRIPY

7.1 GENERAL

Assistance vehicles will be allowed to leave the race the day before the last stage so as to go to Buenos Aires. This authorisation will be given by the man in charge of the Assistances, upon request.

7.2 TRIPY

- 1) All assistance vehicles will be equipped with a Tripy system combining an automatic road book and GPS (hire costs included in the vehicle entry fee).
The hire is included in the vehicle entry fee, except for vehicles passing from the race to assistance, which must pay a hire fee to the organiser's supplier (Tripy).
- 2) **Checking procedure:**
Each evening, on arriving at the bivouac, the information stored in the GPS will be transmitted by radio to a technician's computer. If irregularities are noted (route, speed) the person carrying out the checks will ask the crew to sign a form and 'on the spot' penalties will be given.
- 3) Throughout the duration of the rally crews are responsible for the correct functioning of their GPS(s) Tripy downloaded by the organisers. The Tripy(s) must be switched on and connected permanently throughout the entire legs.
- 4) All actions caused by crews (loss, destruction, switching off etc.) making it impossible to read the GPS and / or all attempts at fraud or manipulation noted will result in the following penalties:
 - 1st infraction: fine of 300 €,
 - 2nd infraction: fine of 500 €,
 - 3rd infraction: immobilisation at the liaison time control until the start of the 1st car + sealing of the vehicle until the next bivouac,
 - 4th infraction: disqualification.
- 5) In the case where either the speed or route are contested the crew must pay the amount of the fine as a guarantee to the person in charge of the assistance crews before their Tripy is downloaded at the Safety Center by a technician. If the checks prove negative the amount paid will be returned to the crew.

ART 8 - ROAD BOOK / ITINERARY

8.1 ROAD BOOK

In addition to the road book intergrated into the Tripy, crews will receive a paper road book during administrative checks.

8.2 ITINERARY

- 1) The following of the itinerary, as described in the road book is compulsory. Vehicles must follow the entirety of each stage on pain of exclusion. They may not avoid a stage and then return to the race, unless they make a specific request to the man in charge of the Assistance category.
- 2) **Failure to respect the itinerary will incur the following penalties:**
 - 1st infraction: fine of 300 €,
 - 2nd infraction: fine of 500 €,
 - 3rd infraction: immobilisation at the liaison time control until the start of the 1st car + sealing of the vehicle until the next bivouac,
 - 4th infraction: exclusion.

ART 9 - DRIVER'S CODE

9.1 GENERAL BEHAVIOUR

1) Vehicles and persons registered in the assistance category are obliged to behave respectfully on the road and towards:

- the population of the countries crossed,
- the other competitors,
- the members of the organisation.

2) All incivility noted will result in a penalty of 500 €.

Any repeated infringement will be judged by the man in charge of the assistance and will lead to penalties up to and including exclusion.

3) It is forbidden to leave wheels and/or punctured or damaged tyres on the itinerary of the route. Any crew caught disobeying this rule will be penalised 1,000 € per tyre or wheel. Repeat offending will result in penalties up to exclusion from the race.

9.2 ACCIDENT

Any crew involved in an accident which results in physical harm will be subject to an investigation by the International Jury. Depending on the circumstances, penalties may be applied, including exclusion.

9.3 TRANSPORTATION OF SPARE PARTS

1) In order to comply with customs requirements, and to ensure there are no problems in crossing borders, or when embarking: all borders must be crossed with the same spare parts in the vehicle as declared at the outset. It is therefore strictly forbidden to sell or transfer any items being transported.

2) In addition to the risks incurred locally by failure to comply with the rules in force (fines, impoundment of vehicle / passengers, etc.), any crew found to have breached this rule will be fined €500 per item (e.g.: one tyre = €500). Any subsequent offence may incur penalties, including exclusion.

9.4 SALE / TRANSFER OF VEHICLE

1) If a crew abandons or leaves the rally, it is strictly forbidden from transferring or selling its vehicle in any of the countries crossed.

2) In addition to the risks incurred locally by failure to comply with the rule in force (fines, impoundment of vehicle / passengers, etc.), any team found to have breached this rule will not be permitted to enter the Dakar rally for 5 years.

9.5 LOSS OF VEHICLES (COMPLETE OR PARTIAL DESTRUCTION)

1) If a vehicle is lost (accident, fire, destruction etc.), the competitor must make a statement to the police or customs. This statement must contain the facts of what happened, the registration number, the race number, and the contact details of the people involved etc. A copy of this statement must be provided to the organisers.

2) The vehicle must be returned immediately to the port of Delta Dock in Buenos Aires where the local authorities will decide, depending on the state of the vehicle, whether it should be re-exported, destroyed, or whether cancellation of its temporary import is justified. Any additional repatriation costs must be paid by the competitor.

3) In addition to the risks incurred locally by failure to comply with the rules in force (fines, impoundment of vehicle / passengers, etc.), any crew found to have breached this rule will not have its deposit returned.

- 4) In the case of damaged vehicles that came on the road, the competitors must approach the organisers to find out what to do.

9.6 CROSSING THE ARGENTINE / CHILEAN AND CHILE / ARGENTINEAN BORDERS

- 1) For health reasons, it is strictly forbidden to take the following items from Argentina to Chile and from Chile to Argentina (SAG, act n°18755 1989, modified in 1994, act n°19283 – SENASA resolution n°295 in 1999 and resolution n°816 in 2002). Vehicles will be searched prior to crossing the border.
- 2) **Prohibited products:**
- Fruit, vegetables, herbs, plants, tubers, bulbs, grains, hay, twigs, soil, cut flowers, handicrafts, wood and other vegetable products, pesticides and fertilisers.
 - Animals, birds, bees, honey, cheese, milk, meat and dairy or meat products, embryos, seeds, veterinary medicines (vaccines, diagnostic kits, antibiotics, medicated shampoo etc) or any other animal products or any animal food.
 - Protected flora and fauna and / or by-products derived from species under threat of extinction, including threatened species of flora and fauna under the Convention on International Trade in Endangered Species (CITES)
- 3) In addition to the risks incurred locally by failure to comply with the rules in force (fines, impoundment of vehicle / passengers, etc.), any crew found to have breached this rule will be penalised with a fine of €500 and may be disqualified.

ART 10 - TRAFFIC - SPEED

10.1 MAXIMUM SPEED

- 1) Throughout the entire Event, crews must strictly observe the traffic laws of the countries crossed.
- 2) For information, the maximum speed allowed in both Argentina and Chile is 90 kph for trucks, 110 kph for cars.
In the case where local speed limits are lower these will apply. In addition it is up to assistance crews to adapt their speed to the population and traffic conditions.
- 3) Radar controls will be carried out along the itinerary by local police forces.
- 4) All vehicles not respecting the highway code of the countries crossed, driven at excessive speed or behaving in a dangerous manner and which are subject to a police report risk penalties up to exclusion.

10.2 SPEED – SPEED CONTROL ZONES

- 1) There will be some speed control zones on the itinerary, in villages, on roads or tracks etc. They will be indicated on the road book and controlled by the Tripy. When driving through these zones, assistance vehicles will have to respect the speed mentioned on the road book.
- 2) Any speeding in one zone will be considered as an infringement. An infringement is one or several speedings in the same control zone. Any speeding in an other zone will entail a second infringement.

3) All overspeeding equal or over 1kph and under or equal to 20 kph in the same zone will be sanctioned as follows:

- 1st infraction : 500 € fine,
- 2nd infraction : immobilisation at the liaison time control until the start of the 1st car + sealing of the vehicle until the next bivouac,
- 3rd infraction: exclusion.

All overspeeding over 20 kph will be sanctioned as follows:

- 1st infraction: immobilisation at the liaison time control until the start of the first car + sealing of the vehicle until the next bivouac,
- 2nd infraction: exclusion.

10.3 SPEED BIVOUAC / STAGE TOWN

It is forbidden to drive at excessive speed and / or drive dangerously in the area of the bivouac or in stage towns, on pain of penalties up to and including exclusion from the race, to be decided upon by the man in charge of the Assistance.

ART 11 - ASSISTANCE

11.1 GENERAL

1) See article 31P of the supplementary regulations.

2) It is forbidden for assistance vehicles to intervene on the day's special, on pain of exclusion from the race of the assisted competitor. However they can intervene on road sections, only on sections of the itinerary shared with competitors.

Vehicles and persons entered in the assistance category are not allowed to go on to the route of the special, except after the closure of the finish time control and after having informed the organisers.

3) Vehicles and persons entered in the assistance category are not allowed to go on public zones, except if the latest feature on the assistance road book.

4) For safety reasons, people registered in the assistance category must inform the organiser when they go back on the track to get a competitor, on pain of exclusion of both vehicles.

5) Signposting of any kind is forbidden throughout the route.

6) For safety reasons, assistance vehicles are not allowed to transport fuel (tolerance of 20 litres). All refuelling (of petrol) of a competitor by an assistance vehicle is forbidden, on pain of exclusion from the race of the assisted competitor.

The filling of fuel tanks of T1 or T2 diesel vehicles from a T5 truck may only be carried out in the bivouac and only if the fuel tank of the T5 is situated outside the bodywork and under the vehicle.

7) All infractions of the assistance regulations will result in penalties up to exclusion of the assistance vehicle and the race vehicles concerned.

11.2 PENALTIES FOR FORBIDDEN ASSISTANCE

1) A team put in place by the organisers on the itinerary and at the bivouac will be dedicated to checking all forms of forbidden assistance and will be authorised to apply the following penalties:

2) Assistance carried out by a non accredited vehicle or person will lead to the following penalties :

- 1st infringement : obligation for vehicles and/or the persons concerned to be accredited with the organisation or to leave the itinerary of the rally + a 3 hour penalty for the competitor concerned, 6 hours on a special stage.
- 2nd infringement : exclusion of the assisted competitor

- 3) Carrying assistance on a special stage (vehicle and/or person registered in the assistance category) will lead to penalties from 6 hours to exclusion. All repeat offences will result in exclusion.
- 4) Any presence of an assistance on a road section, at start or finish of special stage when they do not feature on the assistance road-book, will lead to penalties from 3 hours to exclusion. All repeat offences will result in exclusion.
- 5) Any transport of parts or assistance by a vehicle not accredited, the dropping or parachuting of spare parts will lead to penalties from 6 hours to exclusion. All repeat offences will result in exclusion.
- 6) Carrying out assistance outside the bivouac or in an enclosed place (inside or outside the bivouac), will lead to penalties from 6 hours to exclusion. All repeat offences will result in exclusion.
- 7) Signposting or the transmission of information by any means, by any means will be sanctioned by a 3h00 + 500 € penalty per infringement, for the competitor concerned.
- 8) The presence of any means of transport (car, motorcycle, aircraft, helicopter, etc.) following the rally route the same day or a number of days prior, as well as the prolonged flying over of any means of transport, with official means or not, carry aboard a person having any link whatsoever with competitors still in the race will lead to the immediate exclusion of all the participants having a link with one of these means.
- 9) All airborne assistance not controlled by the organisers will lead to penalties from 6 hours to exclusion. All repeat offences will result in exclusion.
Airborne assistance is considered as any presence on a Leg of an aircraft having aboard any person with any link whatsoever with a competitor and any transport of assistance materials (tools, generators, lights, compressors etc.) in private planes or planes chartered by the organisers

ART 12 - INSURANCE

See article 33P of the supplementary regulations + appendix 2.

It is essential for you to read this article (33P1, 33P2, 33P3) so as to know the cover and guarantees included.

ART 13 - ADVERTISING

See article 15P and 16P of the car/truck supplementary regulations

ART 14 - SCRUTINEERING AND ADMINISTRATIVE CHECKS

The act of presenting a vehicle for administrative checks and scrutineering is considered as an implicit declaration of its compliance.

The start will be refused to all crews which present themselves at administrative checks and / or scrutineering after the time limits laid down in the regulations, except in the case of force majeure, duly recognised as such by the Sporting Stewards.

14.1 SCRUTINEERING

1) Assistance vehicles will pass technical scrutineering in Le Havre on 24th or 25th November 2010.

The presence of members of the crew is not compulsory, vehicles may be passed through technical scrutineering by a representative of the team.

Vehicles presented directly in Buenos Aires will pass technical scrutineering at the Assistance Park, on 30th and 31st December 2010, at the end of administrative scrutineering.

2) Crews will receive a convocation stating the day and exact time at which they must present their vehicle.

Failure to respect the convocation times will incur a penalty of:

- 50 € for the 1st hour late (inclusive),
- 80 € for the following hours (inclusive).

A time control will be put in place at the entrance of the waiting park.

3) Crews undertake to present a vehicle conforming to the entry form, on pain of being refused the start.

4) Technical scrutineering will consist of:

- Checks on the conformity of the vehicle and safety equipment.
- The placing of stickers.
- Checks on the functioning of the Tripy connections.

5) Vehicles must be presented at Le Havre for embarkation with the Tripy mounts, cables and antenna in place ready to receive the system, on pain of being refused embarkation.

Vehicles presented directly in Buenos Aires, must be presented at scrutineering with the Tripy mounts, cables and antenna in place ready to receive the system. Failure to comply will result in a penalty of 150 €.

6) Vehicles must be presented at scrutineering ready to start and safety equipment listed at art. 15.1 of the assistance regulations should be presented to the controllers in charge.

7) All vehicles which appear not to conform with given information, or are not adapted to rally norms, during scrutineering may be refused embarkation or start (on decision of the Organising Committee).

In the last case the entry fees will remain the property of the organisers.

14.2 ADMINISTRATIVE CHECKS

1) The administrative checks will take place at la Rural, Buenos Aires, on 30th and 31st December 2010.

2) The presence of all crew members is compulsory at administrative checks.

The person responsible for a vehicle undertakes to present valid papers. If one of the necessary documents is missing the vehicle will not be accepted.

At administrative checks each crew must present the following original valid documents.

No photocopies or declarations of loss will be accepted.

The crews of vehicles presented directly at Buenos Aires must pass administrative checks before technical scrutineering, otherwise the stickers serving to identify the vehicle will not be issued.

3) Crews will receive a convocation stating the day and exact time at which they must present their vehicle.

Failure to respect the convocation times will incur a penalty of:

- 50 € for the 1st hour late (inclusive),
- 80 € for the following hours (inclusive).

- 4) **Documents to be presented by drivers and co-drivers:**
- National driving licence,
 - Valid passport (valid until 30/06/2011),
 - Visas,
 - Vaccinations: no vaccination is compulsory. Recommended: diphtheria, tetanus, polio, meningitis (A & C), viral hepatitis A & B, tetanus, polio, typhoid ...
- 5) **Documents to be presented for vehicles:**
- Valid log book or registration certificate (provisional registrations not acceptable),
 - Insurance certificate (green card),
 - Permission of the owner to use the vehicle when they are not part of the crew.

ART 15 - CREWS' SAFETY

15.1 SURVIVAL EQUIPMENT

- 1) **For safety reasons crews must carry with them in their vehicles the following material:**
- 1 torch,
 - 1 general map of South America (Berlitz type : Chile, Argentina, Paraguay, Uruguay) or the Road Safety map (given at the administrative checks),
 - 1 first aid kit,
 - 1 seat belt cutter per person,
 - 1 safety triangle,
 - 2 yellow fluorescent jackets per vehicle,
 - 1 Tripy (included in the entry fee).
- 2) All crews unable to present all the above equipment at the start of a leg will be refused a start until compliance has been achieved.

15.2 RETIREMENT

- 1) **In the case of retirement, it is imperative that crews inform, by all possible means, and as quickly as possible, the Dakar race control in Paris on +33 (0)1.41.33.15.81.**
Failure to respect this important safety clause will result in the refusal of all future applications to take part in any cross-country rally organised by A.S.O..
- 2) In addition, failure to respect the obligation to inform the organisers in the case of retirement, where search operations are carried out, will result in the crew in question being liable for the financial costs of search operations.
- 3) Crew that have retired may in no circumstances be transported by the organisers for part or all of the route.

15.3 SAFETY BELT - HARNESS

- 1) The wearing of a safety belt or harness is compulsory over the entire itinerary.
- 2) Failure to wear the safety belt or harness will incur the following penalties:
- 1st infraction: fines of 300 Euros per infraction, per crew member,
 - 2nd infraction: immobilisation at the liaison time control until the start of the 1st car + sealing of the vehicle until the next bivouac,
 - 3rd infraction: exclusion.
- Checks will be made on the itinerary by the organisers' safety and prevention team.

ART 16 – ACCESSORIES AND NAVIGATION

16.1 SATELLITE TELEPHONES

Carrying a satellite telephone is optional, but highly recommended in order to be able to communicate with the racing competitors in the case of an accident or of a breakdown. The organisers cannot be held responsible for the transmission of information between a racing vehicle and its assistance.

16.2 RADIOS

1) For safety reasons assistance vehicles will be allowed to be fitted with VHF radio receivers / transmitters homologated by the organisation and supplied by their suppliers only. They will use a sole frequency, all modifications are forbidden. The conditions concerning the receiving and installation of the equipment will be sent by the relevant supplier.

2) All UHF - CB transmitters and / or receivers and all other means of communication are forbidden throughout the entire rally itinerary aboard vehicles.

3) AM / FM radio receivers must be commercially available models and not modified. The wavelength of FM receivers is limited to 88 – 108 Mhz. Spot checks will be made. All infractions will result in penalties up to and including exclusion from the race.

4) Only Walkie-Talkies operating on one single frequency, used within the confines of the bivouac are admissible. If they are not supplied by the organisers' radio supplier (TD Com) authorisation must be demanded from the authorities of the countries crossed and the frequencies used must be given to the organisers.

16.3 SATELLITE LINKS

All satellite links or other links between a race vehicle and an exterior base or another vehicle, is forbidden.

The use of a BGAN or RBGAN station (+ associate antenna) will be authorised exclusively in the bivouac.

16.4 NAVIGATION

1) The use of an additional GPS not provided by the organisers' supplier is authorised.

2) To ensure the respect of the official itinerary of the road book and to check speeds, the installation of the Tripy in a place visible by the driver is strongly recommended.

2. TECHNICAL REGULATIONS

1) Trucks must follow the FIA T4.1 technical regulations. Technical scrutineers alone will be apt to judge the compliance and safety of a vehicle.

2) The technical regulations may be consulted at: www.fia.com

3) TECHNICAL OBLIGATIONS

Each assistance vehicle must have the following equipment present:

- 1 homologated 2 kg manual powder fire extinguisher,
- External rear view mirrors,
- 2 towing points (1 at the front, 1 at the back),
- 1 towing strap,
- reinforced windscreen,
- fuel tanks NB: the filler must be situated outside of the vehicle. Range required: 600 km. The crew will be responsible for calculating their autonomy.
- 1 air horn,
- 2 spare wheels.

In addition for trucks:

- Minimum 4 point harnesses for all crew members,
- Individual seats for all crew members (bench seats forbidden).

4) HEIGHT

Maximum height of cars (including roof rack) 2,50 m

Maximum height of trucks (including roof rack) 4,00 m

5) ROLL-CAGES

For cars, roll-cages are not compulsory.

For trucks, roll-cages must conform to the spirit of FIA regulations (Appendix J, art. 287.3).

All crews with vehicles equipped with roll cages that do not conform to the spirit of FIA regulations must send to the organisers, so as to be validated by the organisers, before 15th October 2010:

- a diagram of the roll cage,
- a photo of the roll cage,
- a description of material used,
- a declaration by the constructor or the organisation that checked the construction..