

# MOTO-QUAD REGULATIONS



From January 1<sup>st</sup> to January 16<sup>th</sup>, 2011  
**THE LEGEND CONTINUES**



## SUMMARY

### SPECIFIC REGULATIONS

- 1P DEFINITIONS**
- 1P1 Organisation Committee
- 1P2 Event programme
- 1P3 Posting
- 1P4 Competitors' Department
- 2P REGISTRATION**
- 3P TERMINOLOGY**
- 4P RULES**
- 4P1 General
- 4P2 Litigation
- 5P AMENDMENTS TO THE REGULATIONS – BULLETIN**
- 6P APPLICATION - INTERPRETATION OF THE REGULATIONS**
- 7P ELIGIBLE MACHINES**
- 7P1 General
- 7P2 Groups and classes
- 7P3 Definition of groups and categories
- 8P PILOTS**
- 9P OFFICIALS**
- 9P1 List of officials
- 9P2 Crews' relations officers
- 10P ENTRIES**
- 10P1 General
- 10P2 Entry requests
- 10P3 Start refused
- 10P4 Cancellation or postponement of the event
- 11P IDENTIFICATION**
- 12P ADVERTISING**
- 12P1 General
- 12P2 Specifics
- 12P3 Colour of the plates and panels
- 13P ALLOCATION OF RACE NUMBERS**
- 14P DRIVER'S PRIORITIES**
- 14P1 General
- 14P2 Liste of ASO Elite Riders
- 15P STARTING ORDER**
- 15P1 General
- 15P2 Start Order
- 15P3 Reclassification
- 16P ROAD BOOK AND NAVIGATION – GENERAL**
- 17P ROAD BOOK**
- 17P1 Road Book Lexicon
- 17P2 Road Book
- 18P OFFICIAL ITINERARY**
- 18P1 General
- 18P2 "Public" zones
- 19P OPERATION OF THE GPS**
- 19P1 General
- 19P2 Penalties for missing waypoints
- 19P3 Navigation
- 20P UNBLOCKING THE GPS**
- 21P SPEED CONTROL ZONE – DEFINITIONS**
- 22P CONTROL PROCEDURE**
- 23P TRAFFIC - SPEED**
- 23P1 General
- 23P2 Going through speed control zones
- 23P3 Pulse signal (impulsion)
- 23P4 Speed limits – road sections
- 24P ACCIDENT - RETIREMENT**
- 24P1 Accident
- 24P2 Assistance in the case of an accident of another competitor
- 24P3 Retirements – disqualification
- 24P4 Closing the piste
- 24P5 Repatriation of machines
- 24P6 Destroyed machines
- 25P DRIVER'S CODE**
- 25P1 Sentinel System
- 25P2 Driver's code
- 25P3 Satellite phone / GSM
- 25P4 Radio and transmissions
- 25P5 Iritrack
- 25P6 On board camera
- 26P RECONNAISSANCES AND OPENING OF THE ROUTE**
- 26P1 Reconnaissances
- 26P2 Opening the route
- 27P RALLY ASSISTANCE - REFUELLING**
- 27P1 General
- 27P2 Authorised assistance
- 27P3 Authorised airborne assistance
- 27P4 Penalties for forbidden assistance
- 27P5 Team Managers
- 27P6 Fuel range
- 28P INSURANCE**
- 28P1 Assistance / Repatriation
- 28P2 Third party cover
- 28P3 Individual insurance
- 29P TIME CARDS**
- 30P CONTROL ZONES**
- 31P TIME CONTROLS**
- 31P1 General
- 31P2 Late at TC at start of road section
- 31P3 Late at TC at start of selective section
- 31P4 Maximum time / Time allowed
- 31P5 Overrunning of maximum time allowed at CH at end of leg
- 31P6 Overrunning of maximum time allowed at rest day
- 31P7 Interviews
- 32P PASSAGE CONTROLS**
- 32P1 General
- 32P2 Closing time of passage controls
- 32P3 Closing of passage controls
- 33P SPECIAL STAGES**
- 33P1 General
- 33P2 Interruption of a special stage
- 33P3 Safety
- 34P REGROUPINGS**
- 35P SIGNPOSTING OF CONTROLS**

- 36P PARC FERME**
- 36P1 General
- 36P2 Specifics
- 37P ADMINISTRATIVE CHECKS AND SCRUTINEERING**
- 37P1 General
- 37P2 Administrative checks and scrutineering in Buenos Aires
- 37P3 Administrative obligations
- 37P4 Malles Moto (Motorcycle trunks)
- 38P PROTESTS – APPEALS**
- 39P CLASSIFICATIONS**
- 39P1 General
- 39P2 Classifications
- 40P PRIZES**
- 41P PILOTS' SAFETY**
- 41P1 Survival equipment
- 41P2 Clothes and helmets
- 41P3 Deposits
- 42P PENALTIES**

## TECHNICAL REGULATIONS

- 1 GROUP 1 - ELITE**
- 2 GROUP 2.1 et 2.2 – SUPER PRODUCTION**
- 3 GROUP 2.3 et 1 2.4 – MARATHON**
- 4 GROUP 3 - QUAD**
- 5 EXHAUST SYSTEM**
- 6 LIGHT AND ACCESSORIES**
- 7 MARKINGS**
- 7P1 General
- 7P2 Elite Group

## APPENDICES

- 1 APPLICATION / ENTRY**
- 1.1 Application / Entry
- 1.2 Cancellation and refunds
- 2 BOATS / PLANES / ACCOMMODATION / TRIPS**
- 2.1 Boats
- 2.2 Liability and maritime insurance
- 2.3 Planes / Accommodation / Trips
- 3 SAFETY EQUIPMENT AND NAVIGATION**
- 3.1 Sarsat distress beacon
- 3.2 Iritrack
- 3.3 Telephone / Safety equipment
- 3.4 GPS
- 3.5 Sentinel
- 3.6 Tripy (assistance)
- 3.7 VHF Radio (assistance)
- 4 DAKAR BRANDING**
- 5 MEDIA COVERAGE**
- 6 ON BOARD CAMERAS**
- 7 DAKAR SERVICE CENTER**

## ASSISTANCE REGULATIONS

- I SPORTING REGULATIONS**
- 1 ELIGIBLE VEHICLES**
- 2 CREWS**
- 3 BRIEFINGS**
- 4 ENTRIES**
- 5 IDENTIFICATION**
- 6 ATTRIBUTION OF N° & START ORDER**
- 6.1 Attribution of Numbers
- 6.2 Start order
- 7 CLOCKING IN / TRIPY**
- 7.1 General
- 7.2 Tripy
- 8 ROAD BOOK / ITINERARY**
- 8.1 Road Book
- 8.2 Itinerary
- 9 HIGHWAY CODE**
- 9.1 General behaviour
- 9.2 Accidents
- 9.3 Transport of spares
- 9.4 Sales and scrapping of vehicles
- 9.5 Damaged vehicles
- 9.6 Crossing borders
- 10 TRAFFIC / SPEED**
- 10.1 Maximum speed
- 10.2 Speed – Speed control zones
- 10.3 Speed - bivouacs / towns
- 11 ASSISTANCE**
- 11.1 General
- 11.2 Penalties for forbidden assistance
- 12 INSURANCE**
- 13 ADVERTISING**
- 14 SCRUTINEERING AND ADMINISTRATIVE CHECKS**
- 14.1 Technical scrutineering
- 14.2 Administrative checks
- 15 CREW SAFETY**
- 15.1 Survival equipment
- 15.2 Retirements
- 15.3 Seat belts / harnesses
- 15.4 Deposits
- 16 NAVIGATION AND ACCESSORIES**
- 16.1 Satellite telephones
- 16.2 Radios
- 16.3 Satellite equipment
- 16.4 Navigation
- II TECHNICAL REGULATIONS**



From January 1<sup>st</sup> to January 16<sup>th</sup>, 2011

THE LEGEND CONTINUES

# SPECIFIC REGULATIONS



From January 1<sup>st</sup> to January 16<sup>th</sup>, 2011

THE LEGEND CONTINUES

## 1P DÉFINITIONS

### 1P1 ORGANISERS' COMMITTEE

Organisation Director:	Etienne LAVIGNE
Deputy Director:	Frédéric LEQUIEN
Sporting Director:	David CASTERA
In charge of Logistics:	Marc PHILY
Director of External Affaires:	Grégory MURAC
President of the Moto Club du Paris Dakar:	Roger KALMANOVITZ

### 1P2 EVENT PROGRAMM

15 <sup>th</sup> May 2010	Opening of receipt of the race application files
1 <sup>st</sup> October 2010	End of receipt of the race application files.
15 <sup>th</sup> November 2010	Closure of entries.
24 <sup>th</sup> and 25 <sup>th</sup> 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 <sup>th</sup> to 30 <sup>th</sup> December	<b>from 12.00 pm on 28<sup>th</sup> to 12.00 pm on 30<sup>th</sup></b> : Collection of vehicles in Argentina (Terminal Portuaria de Delta Dock – Ruta Central Atucha – 2806 Lima – Provincia de Buenos Aires – Argentine)
30 <sup>th</sup> / 31 <sup>st</sup> December	<b>08.00 am to 08.00 pm</b> Administrative checks and technical scrutineering at La Rural, in Buenos Aires, then placing in parc fermé Av. Sarmiento.
1 <sup>st</sup> January 2011	<b>10.00 am:</b> Race and Assistance Briefing in La Rural, in Buenos Aires <b>10.00 am:</b> Publication of the list of competitors allowed to start and of the starting order. <b>02.30 pm:</b> 1st start Podium, then start for the first Leg Buenos Aires - Victoria.
8 <sup>th</sup> January 2011	Rest day in Arica (Chile)
15 <sup>th</sup> January 2011	Last Leg Cordoba – Buenos Aires.
16 <sup>th</sup> 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 30<sup>th</sup> and 31<sup>st</sup> December in the administrative checks hall; in the briefing hall and at the entry of the Parc Fermé, Av. Sarmiento, in Buenos Aires, on 1<sup>st</sup> January 2011.
- In Argentina and Chile, from 1<sup>st</sup> to 14<sup>th</sup> January 2011, at the PCO, in the catering area and at the Malles Moto.
- At La Rural, in Buenos Aires, on 15<sup>th</sup> and 16<sup>th</sup> January 2011, at the entry of the parc fermé, at the competitors' tent.

The list of competitors allowed to start will be posted in the briefing's hall, on 1<sup>st</sup> January 2011, at 10.00 am.

### 1P4 COMPETITORS' DEPARTMENT

From Monday to Friday, from 9h00 to 12h30 and from 13h30 to 18h00.  
A.S.O. – Competitors' Service – Moto Club du Paris Dakar  
Frédéric LEQUIEN, Deputy Motorsport Director  
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**



From January 1<sup>st</sup> to January 16<sup>th</sup>, 2011

THE LEGEND CONTINUES

## 2P REGISTRATION

Le Moto Club du Paris Dakar, are organising, in conjunction with A.S.O., the 33<sup>rd</sup> Cross Country Marathon Rally Dakar, named for 2011: "**Personal Dakar Argentina - Chile**", an international event to be held from 30<sup>th</sup> December 2010 to 16<sup>th</sup> January 2011, under the aegis of the Fédération Internationale de Motocyclisme (FIM), the Fédération Française du Motocyclisme (FFM) and the national federations (FMNs) of the countries to be crossed: Argentina (CAMOD) and Chile (FMC).

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.

Only the French version of these regulations and/or the FIM regulations will be 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) Assistance (Service)

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

### 3) 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 24h/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 Special stage 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.

- 1<sup>st</sup> infringement: 3 h,
- 2<sup>nd</sup> infringement: disqualification.

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 International Jury. All tests must be done outside of the route of special stages.

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 disqualification from the race, to be decided upon by the International Jury.

f) The presence of motorcycles / quads within the catering area is forbidden and will lead to 300 € penalty per infringement.

### 4) Briefing

a) The briefing will be given by the Organisers' delegate and the participation of the pilot 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.



From January 1<sup>st</sup> to January 16<sup>th</sup>, 2011

THE LEGEND CONTINUES

- b) A general briefing will be held on 1<sup>st</sup> January 2011, at 10.00 am, at La Rural in Buenos Aires. The presence of the pilot 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.**
- 5) Time Card**  
Document intended for the stamps, in chronological order, of the different control points scheduled on the itinerary.
- 6) CH (TC)**  
Time Control (see art. 31P).
- 7) Competitor**  
Physical or legal entity used for the physical or legal person who has entered the machine.
- 8) Manufacturer**  
A Manufacturer is one who manufactures machines which are homologated by the FIM, bear that manufacturer's name, and are on sale to the public.  
Manufacturers may enter machines bearing their name for competition purposes directly under their own management or contracted to an associated company.
- 9) PC (Passage control)**  
A control zone where the time card must be stamped by the marshals and which must be obligatorily a WPM, a WPS or a WPE.
- 10) Disqualification**  
Sanction decided by the International Jury, further to a severe infringement.
- 11) Duration of an Event**  
The Event starts with the administrative checks or technical scrutineering (including, if applicable, checks on the spare parts of the machine) 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 Sporting 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) 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.
- 14) FMN :** National Motorcycle Federation  
**FMNR :** National organising Motorcycle Federation
- 15) FZ**  
The end of a speed control zone, marked by a WPE.

**16) 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 any speeding is displayed on the speed page of the GPS "SPD".

At the finish of the Special stage and/or on arrival at the bivouac, the control technician notes all instances of speeding, point them out and makes them sign to the pilot.

**17) 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 3<sup>rd</sup> infringement (in 3 different zones) may result, for all competitors, in penalties that may go as far as disqualification, depending on the excess speed noted.

**18) Official itinerary**

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

**19) Twinning with a car 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 special stage.

**20) Neutralisation**

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

**21) Information note**

This is information given by the Organisers and/or Race Control to the pilots 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.

**22) Parc Fermé**

Area in which no assistance, preparation, presence nor intervention is possible, except in the case of art. 36P.

**23) Route**

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

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

**24) PCO / PC Course (Race HQ)**

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

**25) Fixed penalty**

**a)** A fixed penalty has been created to replace certain sanctions leading to disqualification 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 special stage, 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 special stage(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.

**26) 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 Special stage.

**27) 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 pilots still racing. The regrouping time may vary according to the pilots.

**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 pilots that arrive will start at 2-minute intervals.

**28) Road Book**

Each pilot 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 disqualification.

**29) Road Section**

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

**30) Special stage**

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

Starts of Special stages are preceded by or twinned with a Time Control for the starts, and followed by a Time Control after the finish.

**31) Team and Team Manager**

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

A Team Manager is a person duly authorised in writing by the entrant to represent a team entered in the Dakar.

(+ see article 27P5)

**32) Estimated time**

Time estimated by the Organiser to cover a Special stage.

**33) Target time**

**a)** Each Road Section will be covered within a target time, which the competitors must respect.

**b)** Any difference in this target time will lead to a penalty of one minute per minute or fraction of minute on the road sections.

(art. 31P1.8).

**34) Maximum time allowed**

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

**35) 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 Special stage, 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.

**36) Real time**

This is the time actually taken to cover the route of a Special Stage.

**37) 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.

**38) 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 special stages 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.**

**39) 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.**

**40) 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.

**41) 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 REGULATIONS

**4P1 GENERAL**

1) The event is disputed in conformity with:

- The FIM International Sporting Code and its appendix and the Cross Country Rallies regulations (0.81),
- The FIM environmental and anti-doping codes,
- These supplementary regulations and their appendices which are an integral and indissociable part of the regulations to which all competitors undertake to comply with by the sole act of participating in the rally.

2) The clerk of the course is charged with the application of the regulations during the running of the Event.

Any protests concerning this application or any case not provided for will be studied by the International Jury who alone have the power to decide.

**4P2 LITIGATION**

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



From January 1<sup>st</sup> to January 16<sup>th</sup>, 2011

THE LEGEND CONTINUES

## 5P AMENDMENTS TO THE REGULATIONS - BULLETINS

- 1) The provisions of the supplementary regulations may only be amended according to Articles 081.2.8 of Appendix Rallye Tout Terrain FIM.
- 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 FFM,
  - 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.
- 4) These bulletins will be posted at the PCO and on the official notice board(s). They will also be directly communicated to the pilots, who must acknowledge receipt by initialling and must be distribute to competitors as soon as possible.
- 5) These bulletins are printed on yellow paper.

## 6P APPLICATION AND INTERPRETATION OF THE REGULATIONS

- 1) The Clerk of the Course is responsible for the application of the Sporting Code, of the FFM's and FIM'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 Sporting Code, the FFM and FIM regulations and / or the current regulations.
- 3) Any protests lodged by a competitor will be sent to the Stewards by the Clerk of the Course for deliberation and decision.
- 4) Similarly, any case not provided for in the regulations will be studied by the Stewards who alone have the power to decide.
- 5) Anything not authorised by the current regulations is forbidden.

## 7P ELIGIBLE MACHINES

### 7P1 GENERAL CONDITION OF ADMISSION

- 1) The Dakar Rally is open to "Marathon, Super Production and Quads" machines of 2 and 4 wheels, freely available for sale or not, adapted to off-road use and complying to the norms imposed by the French Highway Code and the FIM technical regulations for cross country rallies.

**All machines must be registered and possess a registration document. All temporary registrations are forbidden.**

- 2) All technical modifications are forbidden if they are not expressly authorised by the current regulations pertaining to the category or group in which they are entered, respecting the general prescriptions stated here or imposed by the 'survival equipment' article 41P1, that may impose a penalty which can go as far as disqualification. Motorcycle parts must retain their original function.
- 3) At any moment during the event it is each competitor's responsibility to prove to technical stewards or sporting stewards that their motorcycle conforms to the regulations in their entirety, as well as to the Vienna Convention concerning machines used on public highways, that may refuse a start or impose a disqualification.

4) The maximum number of machines that may be entered is 200 motorcycles and 25 quads.

**7P2 GROUPS AND CLASSES**

GROUPS & CLASSES	NAME
<b>GROUP 1</b>	<b>ASO ELITE RIDERS - 0 to 450 cc</b>
<b>GROUP 2</b>	<b>Not on ASO's ELITE list</b>
2.1	Super Production 0 to 450 cc
2.2	Super Production over 450 cc
2.3	Marathon 0 to 450 cc
2.4	Marathon over 450 cc
<b>GROUP 3</b>	<b>QUAD - 0 to 900 cc</b>

In Groups 1 and 2, twin cylinders of over 451 cm<sup>3</sup> are forbidden.

**7P3 DEFINITION OF GROUPS AND CATEGORIES**

FOR TECHNICAL DETAILS, PLEASE REFER TO THE TECHNICAL REGULATIONS IN APPENDIX.

**1) GROUP 1 ELITE**

Production 'Enduro' machines, of which at least 100 examples have been produced and certified by the FIM, or machines derived from Enduro motorcycles, modified and/or equipped so as to be no longer able to be considered as production machines, of which at least 15 examples have been produced and certified by the FIM.

A request for provisional certification must be made to the FIM for the Dakar 2011 for motorcycles of which at least 15 examples have been produced and will be subjected to a check by a technical steward agreed by ASO. Manufacturers concerned must contact the Dakar's sporting service before 1 October 2010.

**Riders:** ASO Elite riders, featuring on the ASO Elite list, article 14P2.

**Cubic Capacity :** all motorcycles, under or equal to 450 cc.

**2) GROUP 2 NOT ON THE ELITE LIST**

**a) Class 1 SUPER PRODUCTION 0 to 450 cc**

Production "Enduro" machines manufactured in at least 100 examples and homologated by the FIM or machines derived from Enduro motorcycles to which certain modifications have been made and / or parts added that do not allow them to race in the Marathon Group.

**Riders:** riders not on ASO's Elite list published in the appendix.

**Cubic Capacity :** under or equal to 450 cc.

**b) Class 2 SUPER PRODUCTION over 450 cc**

Production 'enduro' machines of which at least 200 examples have been produced and certified by the FIM or machines with modifications or equipment that do not allow them to race in the Marathon Group.

**Riders:** riders not on ASO's Elite list published in the appendix.

**Cubic Capacity :** over 450 cc.

**c) Class 3 MARATHON 0 to 450 cc**

Production "Enduro" machines manufactured in at least 100 examples and homologated by the FIM.

**Riders:** ASO Elite riders, featuring on the ASO Elite list, article 14P2.

**Cubic Capacity :** all motorcycles, under or equal to 450 cc.



From January 1<sup>st</sup> to January 16<sup>th</sup>, 2011

THE LEGEND CONTINUES

**d) Class 3 MARATHON over 450 cc**

Production "Enduro" machines manufactured in at least 100 examples and homologated by the FIM.

**Riders:** ASO Elite riders, featuring on the ASO Elite list, article 14P2.

**Cubic Capacity :** over 450 cc.

**e)** To be allowed to race in the Marathon category: no changing of major parts authorised during the event:

- engine,
- frame,
- fork,
- swinging arm,
- central engine cases, cylinder(s), cylinder head(s).

**Riders:** free.

**Cubic Capacity :** 0 to 900 cc.

**3) GROUP 3 QUAD**

Quads must conform in every way to Article 01.61 of the FIM technical regulations for off-road rallies.

Are authorised: 4-stroke quads of either 2 or 4 wheel independent drive.

All technical improvements are allowed.

**Riders:** free.

**Cubic Capacity :** 0 to 900 cc.

## 8P RIDERS

### CONDITIONS OF ADMISSION

- 1)** Are admissible on invitation, and are considered as a rider, all persons, of whatever nationality, over 18 years of age, holding an international FIM Off-Road Rally Licence (according to art. 70.2.1 of the Sporting Code and to article 09.1 of the Medical Code) valid for the year in question, as well as a driving licence corresponding to the cylinder capacity of their machine.
- 2)** To obtain a licence, riders must pass the following examinations, in addition to the medical examination (appendix A and B of the medical code):
  - an exercise tolerance electrocardiogram (ECG), 3 years validity
  - an echocardiography, life validity
- 3)** ASO has the right to refuse any enrolment of a competitor who cannot prove a minimum of experience in motorcycling, or who does not have the physical ability to race a Dakar.
- 4)** During a Leg, transportation by land, water or by air of at least one member of the pilot by the Organisers or by a third person will entail the disqualification of the pilot concerned.
- 5)** All riders who are replaced aboard their machine during a Leg will be disqualified from the race, as will the replacement machine. Any rider who has their machine transported during a Special Stage will also be disqualified.
- 6)** Riders enter the Dakar in full knowledge of the risks that taking part in this event may incur.



From January 1<sup>st</sup> to January 16<sup>th</sup>, 2011

THE LEGEND CONTINUES

## 9P OFFICIALS

### 9P1 LIST OF OFFICIALS

<b>Clerk of the Course (Race Director):</b>	Jean-Luc MAINDRON
<b>Deputy Race Director:</b>	David CASTERA
<b>President of the Jury:</b>	Jose RITA
<b>Sporting Steward:</b>	Eric NEVELS
<b>Sporting Steward:</b>	<i>will be communicated on a bulletin</i>
<b>Technical Steward:</b>	Gianfranco FERRETTI
<b>Technical Steward:</b>	Michel SABOTIER
<b>Competitors' Relations Officer :</b>	Ragnar KATERBAU
<b>Environment Steward:</b>	Jean-Luc MAINDRON
<b>Chief Safety Officer:</b>	<i>will be communicated on a bulletin</i>
<b>Medical Regulation:</b>	Olivier AUBRY

All members of the organisation holding an FFM or FIM official's licence, CAMOD or FMC will automatically be considered as judges of fact, with the exception of members of the International Jury.

### 9P2 COMPETITORS' RELATIONS OFFICER

1) The Competitors' relations officer will be identifiable by means of a distinctive marking. (Red jacket + marking on t-shirts).

#### He will be present:

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

#### 2) The role of the competitors' relations officer is:

- To inform the riders and ensure permanent consultation 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).

## 10P ENTRIES

### 10P1 GENERAL

1) Anybody wishing to take part in the Dakar must send to the Competitors' Department, an application file, along with the entry fees, and mentioning at least:

- the full name, nationality, address, and driving licence n° of the rider.
- the characteristics of the machine, the group and class.

2) By the very fact of signing the application file, the pilot submits himself to the sporting jurisdictions specified in the International Sporting Code and the present regulations. Pilots must sign the application request, by administrative checks at the latest.

3) Up to the moment of the technical scrutineering, the pilot may freely replace the entered machine with another.

4) Should it turn out, at the time of pre-race scrutineering, that a machine does not correspond in its presentation to the group in which it was entered, this machine may, upon the proposal of the Scrutineers, be transferred by the Stewards to a different group or be refused definitively.

- 5) The application file can only be accepted if it is sent together with the entry fee.

## 10P2 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 pilot who does not feature on the ASO Elite list, established by the Organising Committee and featuring art. 14P.**
- 4) Entry fees, cancellation of entry and requests for refunds: see Appendix N°1

## 10P3 START REFUSED

- 1) No pilots 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.

## 10P4 CANCELLATION OR POSTPONEMENT OF THE EVENT

- 1) In the case where it proves impossible to run the event, for whatever reason, and notably for reasons including but not limited to; 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 received.  
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. No claim may be made for damages arising out of the cancellation or postponement of the event.

## 11P IDENTIFICATION

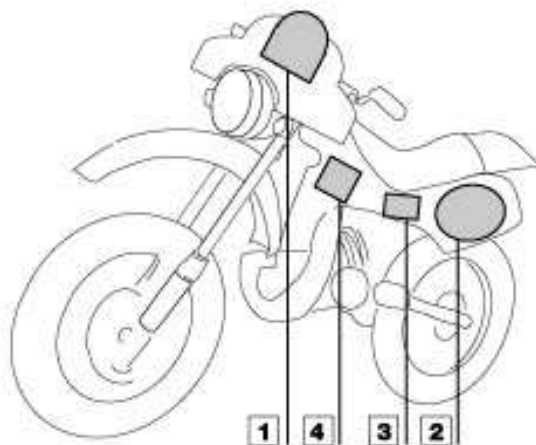
- 1) The Organisers shall supply each pilot with a set of identification plates comprising 1 front plate and 2 sides' plates called number plates, as well as a race number bib.
- 2) Throughout the duration of the Event, the plates must be affixed on each side and on the fork of the machine. The front and rear rally plates must be positioned legibly and the front plate must be the 1<sup>st</sup> inscription legible from the front.
- 3) At any time during the Event, the absence or faulty positioning of a number plate or a rally 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).

- 4) The race bib must not be cut or modified. In all cases, the upper edge of the rear of the bib must be a maximum of 20 cm from the neck of the rider. The absence of a race bib at the start of a Leg will lead to a 1h00 penalty, which may go as far as disqualification in the case of a repeated offense.
- 5) The name of a rider and his blood group must feature on the right and left sides of the front of the motorcycle fairing, on the left and right sides of the helmet, on pain of being refused a start.
- 6) An identification sign (ex: bracelet, badge etc.) on which is noted the HQ number (+33.1.41.33.15.81) will allow pilots to be identified. All default noted by an official will result in penalties equivalent to 10% of the entry fees (per person). In case of damage to the bracelet the competitor must inform the competitor's service, who will provide a replacement in exchange for the damaged item.

## 12P ADVERTISING

### 12P1 GENERAL

- 1) Competitors are allowed to affix any kind of advertising to their machines, provided that:
  - a) It is authorised by the FIM regulations and the legislation of the countries crossed.
  - b) It is not likely to give offence.
  - c) It does not encroach upon the spaces reserved and defined here.
  - d) It does not express either a religious and/or political opinion.
- 2) The pilots 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. In the case of payment not made 24h00 after notification of the infringement, the start will be refused and the pilot will be disqualified.
- 3) List of organisers advertising
  - ① Front plate 24 x 30 cm, compulsory,
  - ② 2 side plates 24 x 30 cm, compulsory,
  - ③ 2 plaques de publicité 12 x 8 cm, obligatoires,
  - ④ 2 advertising plates 12 x 8 cm, compulsory,
  - ⑤ Race number bib 26 x 30 cm, compulsory.



## 12P2 NUMBERS & ADVERTISING PLATES' COLOURS

So as to be able to differentiate more easily between different categories, motorcycle race plates will be of different colours:

- **Group 1.1 (Elite) :** yellow race plates,
- **Group 2.1 (Super Production 450 cc) :** pink race plates,
- **Group 2.2 (Super Production + 450 cc) and Group 3 (Quad) :** white race plates
- **Group 2.3 (Marathon) :** white race plates + M

## 13P ATTRIBUTION OF RACE NUMBERS

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

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

- riders featuring on the Elite list (Art. 14P2).
- 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 pilot and/or team
- group and class of machine.

## 14P PILOTS' PRIORITY – ELITE RIDERS

### 14P1 GENERAL

1) All riders entered on the ASO Elite riders' list, will only be on it for the Dakar 2011. The list will be reviewed every year and published at the same time as the regulations.

2) ASO maintain the right to add to this list any motorcycle rider as a function of results obtained during an FIM competition (enduro, moto-x, off-road rally...) up until the administrative checks.

3) ASO Elite riders are either:

- **Professional Riders**

These riders are paid by a Manufacturer (or somebody else) to take part in an event.

- **Amateur Riders**

These riders, thanks to their results, appear on the ASO Elite riders' list.

### 14P2 ASO ELITE RIDERS' LIST

- |                        |                              |
|------------------------|------------------------------|
| ▪ BERGLUND THOMAS      | ▪ MANCA LUCA                 |
| ▪ BETHYS THIERRY       | ▪ MARCHINI MICHEL            |
| ▪ BOANO IVAN           | ▪ PAIN OLIVIER               |
| ▪ CAMPBELL JOHNNY      | ▪ PEDRERO GARCIA JUAN        |
| ▪ CASTEU DAVID         | ▪ PELLICER JOSE MANUEL       |
| ▪ CECI PAOLO           | ▪ PISANO MICHAEL             |
| ▪ CODY QUINN           | ▪ PLANET FABIEN              |
| ▪ COMA MARC            | ▪ PRZYGONSKI JAKUB           |
| ▪ CZACHOR JACEK        | ▪ RODRIGUES FILHO JOSE HELIO |
| ▪ DESPRES CYRIL        | ▪ RODRIGUES HELDER           |
| ▪ DUCLOS ALAIN         | ▪ STANOVNIK MIRAN            |
| ▪ FARIA RUBEN          | ▪ STREET JONAH               |
| ▪ FARRS GUELL GERARD   | ▪ SVITKO STEFAN              |
| ▪ FRETIGNE DAVID       | ▪ TRENKER TIM                |
| ▪ GAUGAIN SEAN         | ▪ ULLEVALSETER PAL ANDERS    |
| ▪ GOBLET JEAN FRANCOIS | ▪ VERHOEVEN FRANS            |
| ▪ GONCALVEZ PAULO      | ▪ VILADOMS JORDI             |
| ▪ GRAZIANI MATTEO      | ▪ VINTERS EINARS             |
| ▪ KNUIMAN HENK         | ▪ VINTERS JANIS              |
| ▪ LOPEZ FRANCISCO      | ▪ WEST JAMES                 |
| ▪ MACEK MARTIN         | ▪ ZANOTTI ALESSANDRO         |

## 15P STARTING ORDER

### 15P1 GENERAL

- 1) If two or more specials 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 specials. In case of a dead heat, priority will be given to the pilot who achieved the fastest time in the 1<sup>st</sup> special.
- 2) In the case of 2 or more successive specials, the start of the following special shall be based on the finish time of the previous special in hours, minutes and seconds, to which will be added the target time for the road section, if any.
- 3) Any penalties incurred on the Road Sections shall be added to the general classification of the Leg covered.

### 15P2 STARTING ORDER

#### 1) Starting Order

a) For the first leg, competitors will start in order of their race number. The 1<sup>st</sup> 10 will leave every 2 minutes, the 10 following every minute, the remainders every 30 seconds.

b) From the second leg, starts will be given in the order of the latest results from the special stage of the previous leg. The first 10 will start every 2 minutes, the 10 following every minute, the remainders every 30 seconds.

The start order will be established on the basis of the time achieved in the special stage, plus any penalties obtained in this special stage.

In the case of a tie, competitors will start in race number order.

#### 3) Gaps:

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

#### 2) Mass starts

On one or several legs, mass starts may be given. In such a case starts will be given in group as follows:

- 1<sup>st</sup> wave : the first 10 of the special stage of the previous leg
- 5 minutes after, 2<sup>nd</sup> wave : the following 20
- Then, a wave of 20, every 5 minutes

#### 4) Timing (itinerary / schedule)

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

The start order and start gap for the podiums start (1<sup>st</sup> January) and finish (16<sup>th</sup> January) will be subject to an information note.

#### 5) Start order's posting

On the evening of each leg, the start order of the first 20 will be posted at 6.00pm. Competitors who have not arrived by 10.00 pm will start after the others, in the order of their start order of the previous day.

The start list of all competitors will be posted at 10.00 pm at the latest.

### 15P3 RECLASSIFICATION

For safety reasons, at the end of each leg, and for all reclassifications, the sporting stewards may reposition, at their discretion, the ASO Elite riders and/or the first 10 overall, in regard to the start order of the following leg, upon request of the competitor to the Clerk of the Course, before 08.00 pm. During the whole event, reclassification will only be allowed twice per pilot, throughout the rally.

In no case can such a repositioned pilot start in front of a pilot appearing among the first ten in the start list of the Leg.

## 16P 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 GPS downloaded with the Waypoints given by the Organiser.
- 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 pilots.
- 6) **From 1<sup>st</sup> 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 pilots concerned, notwithstanding other possible sanctions imposed by the FMN 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.

17P ROAD BOOK

17P1 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
	BOSSE	BUMP
	COMPRESSION	COMPRESSION
	SAIGNEE	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 BOSSELE	UNDULATION
	SUR PONT SOUS PONT	ABOVE BRIDGE UNDER BRIDGE
	QUE	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 PIQUET	POST	
	PNEU	TYRE	
	PUIT	WELL	
	RUINES silhouette à dessiner	RUINS Individual drawing for each	
	MONTAGNE silhouette à dessiner	MOUNTAIN Individual drawing for each	
	DEBUT de Zone FIN de Zone vitesse limitée	START of Zone END of Zone controlled speed	
	50 70	Limite de VITESSE	SPEED LIMIT
	STOP	STOP	
	DEVERS	CAMBER	
	DEPART	START	
	ARRIVEE	FINISH	
	CHRONO	CLOCK	
	ESSENCE	FUEL	
	PHOTO	PHOTO	
	OP	PC	
	DEBUT ZONE D'ASSISTANCE	START OF ASSISTANCE ZONE	
	FIN ZONE D'ASSISTANCE	FINISH OF ASSISTANCE ZONE	
	VILLAGE	VILLAGE	
	WPM	WAYPOINT MASQUE	WAYPOINT MASKED
	WPE	WAYPOINT ECLIPSE	WAYPOINT ECLIPSE
<b>AD</b>	A DROITE	ON THE RIGHT	
<b>AG</b>	A GAUCHE	ON THE LEFT	
<b>D</b>	DROITE	RIGHT	
<b>G</b>	GAUCHE	LEFT	
<b>SA</b>	SABLE	SAND	

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

## 17P2 ROAD BOOK

1) All pilots 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 (WPV's, WPM's, WPE's, WPS's, DZ's, FZ's, CP's) which must be respected on pain of incurring penalties up to and including disqualification from the race.

2) A special stage or a road section running on an existing track will feature in the road book as a solid line.

A special stage or a road section running 'off-piste' will feature in the road book as a broken line.

3) It is authorised to carry on the machine, 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 disqualified from the race.

4) The road book for the first leg will be issued at the briefing on 1<sup>st</sup> January 2011 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 pilots.

5) Following the passage of the organisers' 'openers', any modifications will be posted each day, before 06.00 pm at the Race Control (PCO), at the bivouac, in the catering area and at the Malles Moto, under the control and responsibility of the Race Director (Art 26P).

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 (special stages, road sections, off track,...).

## 18P OFFICIAL ITINERARY

### 18P1 GENERAL

1) The official race itinerary (Special Stages and Road Sections) is recorded in the GPS(s) supplied to competitors. The chronological validation of each Point (WPV, WPM, WPE, 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.

WPS will be positioned on the route to guarantee the passing on 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.

### 18P2 « PUBLIC » ZONES

1) « Public » zones will be positioned alongside the route, on one or several points of the special stages, depending on the Legs. They will be intended to regroup the spectators.

These zones will feature on the road book. A specific vigilance is requested from the competitors while crossing these zones.

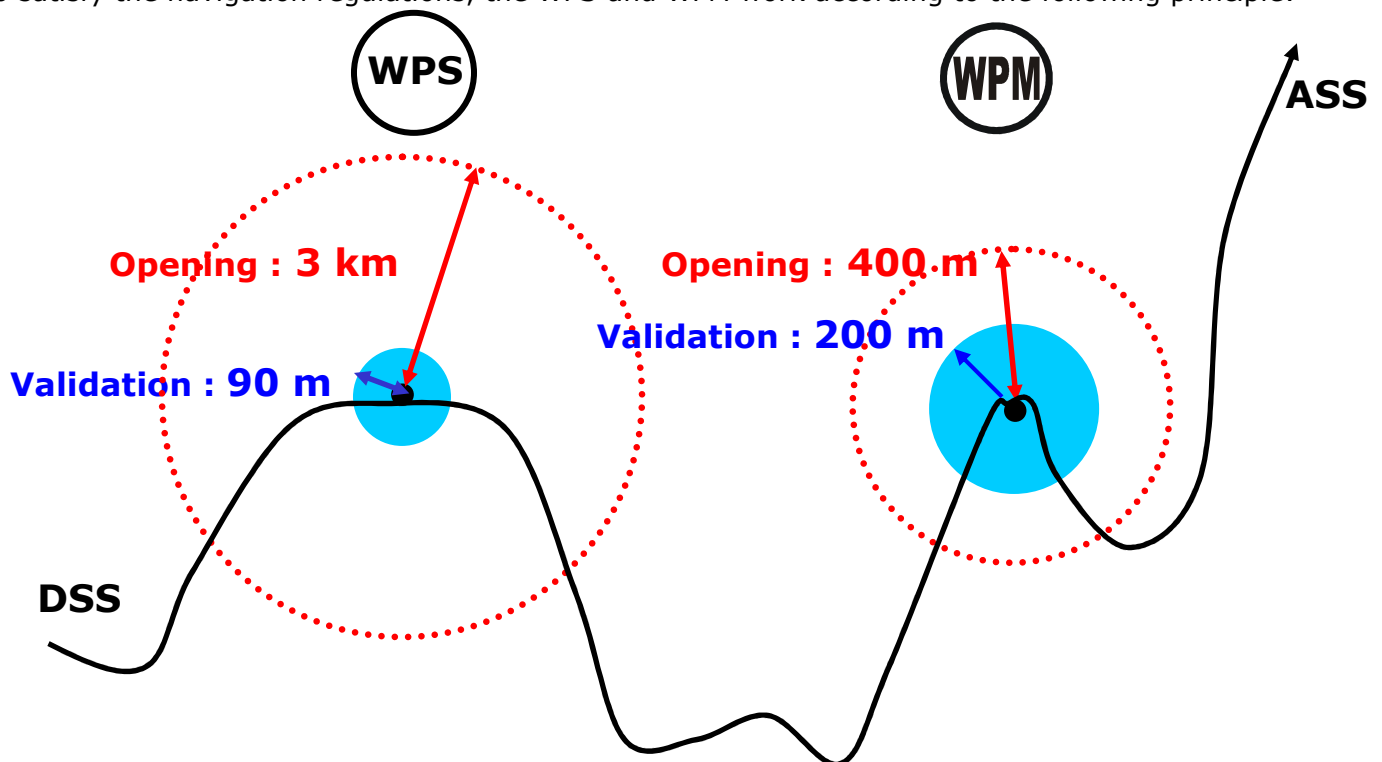
- 2) Assistance vehicles are not allowed to go there, except if these zones feature on the route of their day's road book.
- 3) Signposting will be forbidden, under penalty that may go as far as disqualification from the race.

## 19P FUNCTIONING OF THE GPS

### 19P1 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-".

### 19P2 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 disqualification 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.

### 19P3 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 disqualification from the race and that irrespective of the mode and technology used to evaluate or estimate ones position.

#### 2) **G.P.S. (compulsory on the machines)**

**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 2 amp fuse and give a steady continuous current of between 9 and 30 volts. The mechanical mountings must be flexible and use the silent blocks supplied.

**This equipment is personalised, 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 disqualification 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 on the machines)**

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.

#### 7) **General**

a) **The use of GPS points other than those supplied by the organisers for Dakar 2011 is forbidden.**

Each piece of equipment, apart from the race GPS, may perform only one function (compass, odometer etc.) with the exception of the odometer and compass functions of the race GPS.

Only the linking of the GPS and the GPS compass-heading, speed, odometer repeater (unique models) and Speedox is authorised.

b) All other type of GPS, fixed, portable, integrated, or equipment possessing GPS type capacities, or all other system of navigation by satellite, the recording of the route by any means is forbidden. They can in no case be used or employed during the race.

The carrying or possession of any system not explicitly described in these regulations is forbidden, and notably all computer systems, electronic navigation aides, computerised map positioning systems, computerised maps scanners or storage devices.

All linking of communication of whatever kind (cable, radio, infra-red etc) of different pieces of equipment is forbidden. External communications is also forbidden.

c) The presence of all non-justifiable wiring is forbidden (electricity supplies, aerials, pick-ups etc).

A.S.O. reserves the right to carry out physical or electronic test at any moment with the purpose of checking:

- The correct functioning of compulsory equipment,
- The absence or use of forbidden systems
- The absence of pre-equipment or cabling permitting the later installation of non-homologated equipment.

d) The possession or use of forbidden systems will result in disqualification from the race. In the case of doubt concerning the functions of equipment authorised but of the competitors' choice, their transport may be forbidden.

## 20P UNBLOCKING THE GPS

For safety reasons, the competitors have two possibilities of unblocking the GPS by inputting two specific codes:

### 1) '5555, Emergency code'

For a competitor wishing to retire, this code totally frees the GPS and allows new points to be manually input.

The use of this code is obligatorily sanctioned with disqualification.

### 2) 'WPM' Code

This code, given by the PCO at the request of the crew via the Iritrack, activates the usual functions of a GPS and makes all the next waypoints visible.

All use of this code will result in the following penalties:

- From the 1<sup>st</sup> to the 3<sup>rd</sup> utilisation: 6 hours penalties per utilisation for the first 10 in the overall and/or ASO Elite riders, 3 hours for other competitors.
- The 4<sup>th</sup> utilisation will result in disqualification from the race of all competitors.

## 21P SPEED CONTROL ZONES - DEFINITIONS

### 1) Entry of a control zone

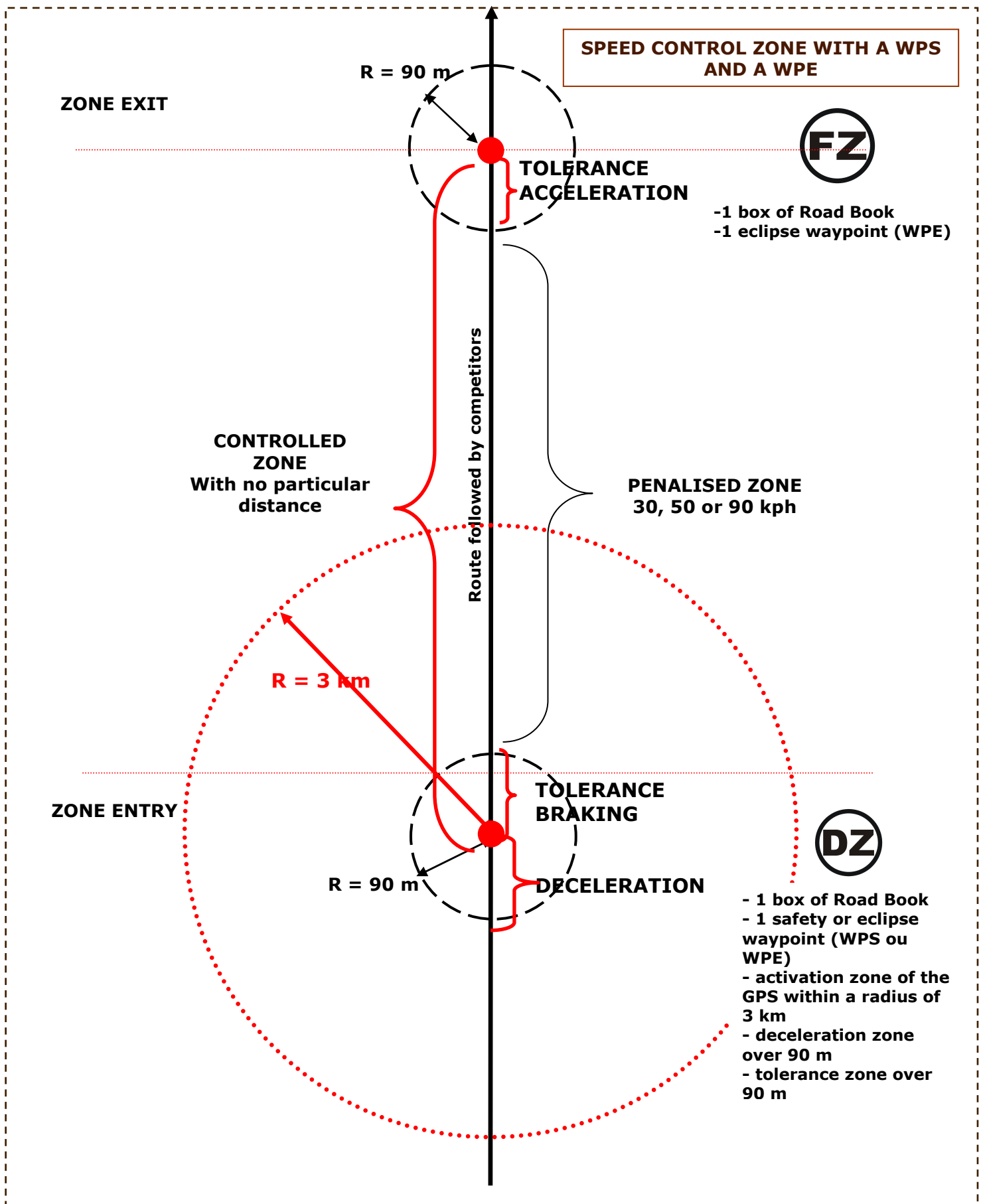
- The start of a speed control zone registered in the GPS will be indicated in the road book by a box marked: 'DZ' and by a safety or eclipse waypoint (WPS or WPE). To validate the entry of Zone « DZ », the competitor must pass at less than 90 m (radius around the waypoint « DZ »), on pain of penalties 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).



## 22P 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 International Jury and may include disqualification from the race. Penalties applied will be identical to those for pilots 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.
- 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) **All refusal to sign will result in the following penalties:**
  - 1<sup>st</sup> refusal : 10 minutes
  - 2<sup>nd</sup> refusal : 1h00
  - 3<sup>rd</sup> refusal : disqualification

## 23P TRAFFIC-SPEED

### 23P1 GENERAL

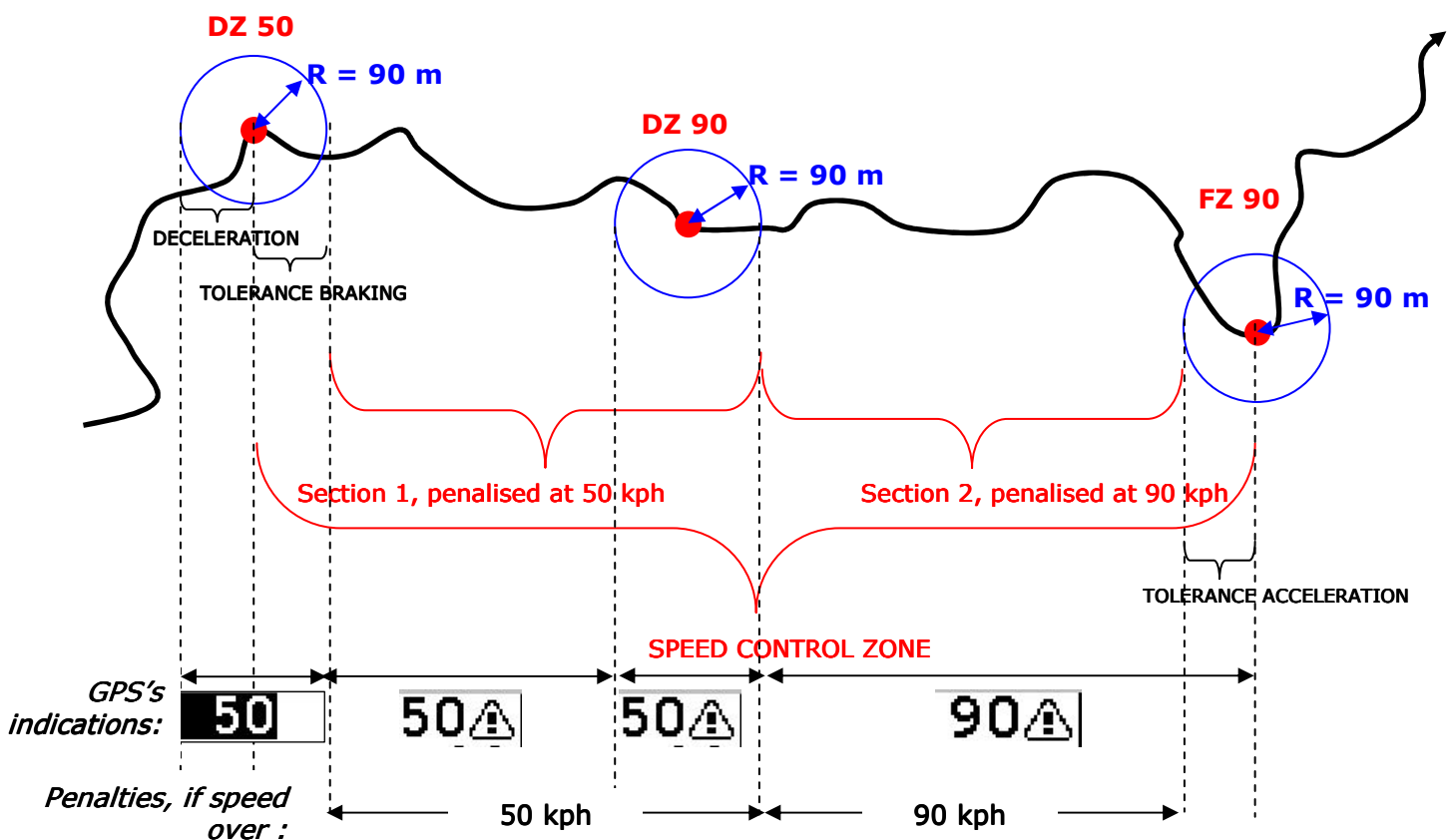
- 1) In the event of an infringement of the traffic laws committed by a pilot participating in the Event, the personnel, officers or officials of the event (judges of fact) having noted the infringement must inform the offender thereof as soon as possible. Should they decide against stopping or are unable 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.
- 2) **In both Argentina and Chile, all machines must have their lights on, when riding on roads.**

### 23P2 GOING THROUGH SPEED CONTROL ZONES

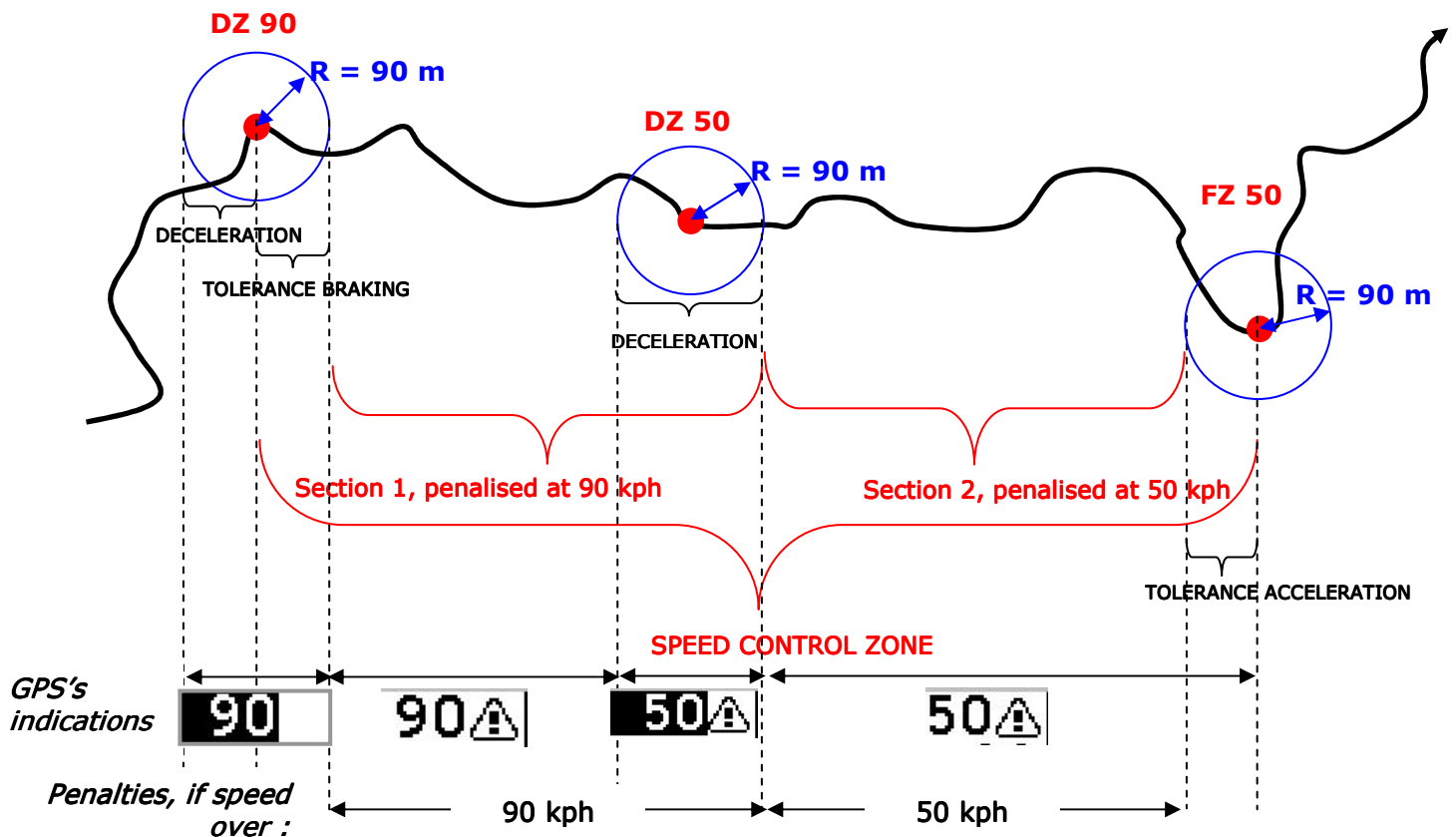
- 1) In areas defined as speed control zones, the speed of competitors both on Special Stages and Road Sections is limited to 30, 50 or 90 kph.

- 2) In the case where the local speed limit is lower, it applies. Additionally it is the pilots' 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 in no way be used in any appeals.
- Overtaking is authorised on condition that the maximum speed authorised in the zone is not exceeded.
- 5) In a speed control zone, if the 30, 50 or 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 special stage and/or upon arriving at the bivouac, according to exactly the same procedure as described in article 22P.
  - 6) When speeding an impulsion is recorded in the GPS minimum every 150 m and the speeds shown on the speed page of the GPS "SPD". On arriving at the end of the special stage and/or the bivouac a controller will note all speeding and indicate the offence to the pilot.
  - 7) 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



### 23P3 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
- between 16 and 40 kph :  
2' x the number of impulsions
- more than 40 kph :  
1<sup>st</sup> impulsions: 20' + a fixed amount of 150 €  
2<sup>nd</sup> successive impulsions: 1 hour + a fixed amount of 300 €  
3<sup>rd</sup> successive impulsions: disqualification

3) NB: Fines must be paid to the Competitors' Relations Officer or to the Clerk of the Course, within 24h00 after notification, on pain of being refused a start.

### 23P4 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 23P3.2.

**24P ACCIDENT - RETIREMENT****24P1 ACCIDENT**

- 1) In the case of an accident involving injuries, it is imperative that competitors inform the race control (PCO) by all possible means as quickly as possible so that appropriate means can be sent as quickly as possible.
- 2) The pilot must, if he 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 race control (PCO) of the accident
  - push the blue button on the Iritrack to be able to communicate with race control (PCO) and inform them of the situation

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

- 3) If the vehicle represents a danger to other competitors or, to make safe the area of the accident, the pilot must, after having pressed the 2 alarm buttons of the Sentinel, place his helmet in an appropriate position, at least 50 metres before the vehicle, so as to warn other competitors. All pilots failing to respect this rule are liable to penalties at the discretion of the sporting stewards.
- 4) Any pilot 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 disqualification.

**24P2 ASSISTANCE IN THE EVENT OF AN ACCIDENT OF AN OTHER COMPETITOR**

- 1) It must be remembered that ethics demand that a pilot 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 pilot who witnesses an accident placing another competitor in physical danger must in the following order:
  - stop,
  - make the area safe by pushing the 2 alarm buttons on the Sentinel, so as to inform other competitors arriving in the area,
  - press the red button on their Iritrack,
  - give the first aid to pilot and get information on his condition,
  - call the race control (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 race control (PCO) via the Iritrack, the pilot arriving at the scene of the accident must let off the Sarsat distress beacon of the crashed vehicle, or if this cannot be found, his own distress beacon.

Pilots who witness the accident, do not risk being disqualified if they let off their own Sarsat distress beacon for the injured pilot.

- 3) The total stopping time (if more than 3 minutes) between the 2 Iritrack alerts (red button on arriving and green button on leaving) will be subtracted from the time taken to cover the special stage on same day, but only for the first two pilots 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 pilot which fails to comply with the prescriptions of the present article 24P2 will be reported to the Stewards who may impose penalties as provided for in the Code.

### 24P3 RETIREMENTS – DISQUALIFICATION

1) In the case of retirement, it is imperative that the pilot 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 pilot in question being liable for the financial costs of search operations and the request to the pilots' national federation for further sanctions, upon the discretion of the International Jury.

2) In the case of retirement due to mechanical breakdown the pilot 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 Sarsat distress beacon, will result in disqualification, 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 pilots' responsibility to ensure that safety material is returned as fast as possible to the relevant suppliers (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) The transporting of a pilot and/or of his machine by helicopter or aboard any other means of transport during all or part of a leg will result in disqualification from the race.**

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

5) Pilots disqualified or retired must leave the rally and remove their race numbers and rally plates. They must not either ride or stop on the rally itinerary on the day of the rally's passing or on days preceding the rally's passing. Failure to respect this clause will result in a request to the competitors' national federation for sanctions.

### 24P4 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 machine has broken down. The sweeper trucks will pick up individuals and broken down machines. It is the competitors' responsibility to indicate their position to the PC using the safety equipment aboard.

2) Riders who abandon their machine before the passage of the sweeper truck do so entirely at their own responsibility. ASO can in no way be held responsible in case of damage or theft.

No claims for damages may be made against the organisers in the case of theft of their machine.

3) 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, signing the disclaimer will not result in disqualification from the race.

4) In the case of retirement due to mechanical breakdown the competitor must spend a night out on the piste before letting off their distress beacon, if they have not yet been picked up by the sweeper truck. Failure to respect this clause will result in the retention of the deposit.

5) Sweeper trucks cannot transport quads.

## 24P5 REPATRIATION OF MACHINES

1) In the case where competitors that have retired have respected the procedures outlined in art. 24P3 and where the sweeper truck has brought the machine to the bivouac, ASO will provide a repatriation service for machines to France.

Except in the case where the rider indicates to the contrary this will be done automatically and is included in the entry fee.

The organisers undertake to take the greatest of care during the transport of machines but will accept no liability for the condition of the machine on its arrival in France. The organisers will accept no liability concerning the wheels and trunks transported, either regarding their condition on arrival or for theft.

2) Despite the considerable means put in place by ASO, it is sometimes the case that motorcycles left on the piste cannot be found and picked up during the rally. Nevertheless, thanks to the work of our correspondents in the countries crossed, these machines are often repatriated after the rally, though the time frame for this repatriation is variable. In this case the rider will be informed by ASO of the new costs entailed which are entirely the rider's responsibility.

## 24P6 LOSS OF MACHINES (COMPLETE OR PARTIAL DESTRUCTION)

If a machine 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 machine 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.), a demand of sanctions will be made to the national federation of any pilot found to have breached this rule.

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

## 25P RIDER'S CODE

### 25P1 "SENTINEL" SYSTEM

1) With a view to making overtaking of cars / trucks on motorcycles / quads safer, the Sentinel system (a device that signals to a competitor that he can be overtaken) is compulsory for all categories. This system enables the motorcycles and quads to receive an « overtaking » signal transmitted by a car or a truck. On the other hand, the motorcycles and quads cannot send an "overtaking" signal.

2) **This system must be in operation throughout the running of each Leg and must be connected directly to the battery of the machine.**

**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 pilot, the following penalties will apply:**

- 1 hour for pilots classified among the top 10 overall, and/or ASO Elite riders.
- 300 € for the other competitors.

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

In a special stage, any machine 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 pilots classified among the first 10 overall and / or ASO Elite riders.
- 300 € for other competitors.

In contested cases a download will be carried out.

**4)** All contested cases will be treated by the International Jury, 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 pilot of the team of the pilot 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.

## 25P2 RIDER'S CODE

### 1) General

**a)** Pilots 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 pilot will be judged by the jury, who may impose a penalty which can go as far as disqualification 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 disqualification from the race.**

### 2) Sale / transfer of machine

If a pilot abandons or leaves the rally, it is strictly forbidden from transferring or selling its machine 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 machine / passengers, etc.), any pilot found to have breached this rule will not be permitted to enter the Dakar rally for 5 years.

### 3) 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 pilot found to have breached this rule will be penalised with a fine from €500 up to disqualification.

#### 4) **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

- 1<sup>st</sup> infringement : 1.000 €
- Repeat offence: disqualification

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 disqualification.

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 3<sup>rd</sup> column of the road book (art. 25P2.4a and c).**

**All pilots riding in these protected areas will be penalised in the following manner:**

- 1<sup>st</sup> infraction : 1.000 €
- repeat offence : disqualification

#### 25P3 **SATELLITE TELEPHONE /GSM**

1) **For safety reasons the presence of a satellite telephone and/or a GSM phone (except PDAs or GSM phones featuring a GPS function or maps) 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) must be given to the organisers during administrative checks. In no case may telephones be in 'on' mode during special stages. Spot checks will be made.

3) During special stages, only in case of problems may telephones be used, with the machine stopped, to signal a retirement, an accident or a breakdown. Beforehand, the pilot will have to inform the PCO of his situation via his Iritrack.

3) These telephones may be used, when stopped, only on road sections. It is totally forbidden for riders to telephone while moving.

4) All infractions will result in penalties up to and including disqualification.

#### 25P4 **RADIO AND TRANSMISSIONS**

1) Only the following aerials will be authorised:

- For the race GPS, supplied by the organisers' suppliers,
- Iridium linked to the Iritrack and supplied by the organisers' suppliers

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

2) **Radios:**

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.

3) **Satellite links:**

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

**4) Data:**

All data transmission systems, that allow the tracking of machines and management of machine fleets is forbidden, and that whatever the means or technical system used, on the pain of disqualification from the race, with the exception of Iritrack and Sentinel.

**25P5 IRITRACK**

1) The Iritrack is a system that allows machines 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 pilots 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 pilot (loss, destruction, being switched off etc.) and / or all attempts of a fraudulent nature or manipulation will result in penalties, up to disqualification, to be decided upon by the International Jury.

**25P6 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 on machines as required by the organisers. All refusal will result in the start being refused.

2) Camera will switch on automatically during special stages 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 pilots (loss, destruction, switching off etc.) and / or all attempts at fraud or manipulation will result in penalties to be decided upon by the International Jury.

**26P RECONNAISSANCES AND 'OPENING'****26P1 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.

**26P2 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.



From January 1<sup>st</sup> to January 16<sup>th</sup>, 2011

THE LEGEND CONTINUES

- 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.

## 27P ASSISTANCE AND REFUELLING

### 27P1 GENERAL

- 1) During special stages, any assistance except that expressly allowed in the supplementary regulations is forbidden (except between competitors still in the race).
- 2) **Except in special stages, 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 disqualification from the race. All assisted pilots are responsible for their assistance.**
- 5) **A pilot may be temporarily or permanently deprived of their assistance vehicle and the material it transports, depending on the gravity of the infraction committed.**
- 6) A machine must move by its own means, with the engine running; moving under the power of the starter alone is allowed.  
If the machine is unable to move, pushing by a competitor in the race is allowed, as well as by a vehicle/ crew registered in the assistance category when they have the same route.  
**On special stages, all transport of a machine will result in disqualification. On road sections transport may be allowed, and in this case will be the subject of a bulletin.**

### 27P2 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) All infractions of the assistance regulations will incur penalties up to and including disqualification from the race. All assisted competitors are responsible for their assistance.
- 3) 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.
- 4) **Assistance is authorised:**
  - a) **On the route of a Special Stage:**  
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 special stage, 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 out of an assistance car is forbidden.

**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 Special Stage:**

Once the competitor has taken the start of the Special Stage, 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 disqualification 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 both road books race and assistance.

**27P3 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 30<sup>th</sup> July 2010. For the rest day, these passengers must not carry spare parts or tools, on pain of disqualification of the machine or machines of the competitor concerned. They may only be entered by a competitor already entered in the race.

**27P4 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 : disqualification of the competitor concerned

3) Carrying out assistance on a special stage (vehicle and/or person registered in the assistance category) will lead to penalties from 6 hours to disqualification. All repeat offences will lead to disqualification.

4) Any presence of an assistance on a road section, a start or a finish of a special stage when they do not feature on the assistance road-book, will lead to penalties from 3 hours to disqualification. All repeat offences will lead to disqualification.

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 disqualification. All repeat offences will lead to disqualification.

6) Carrying out assistance outside the bivouac or in an enclosed place (inside or outside the bivouac) or the parking of a race machine close to the bivouac , will lead to penalties from 6 hours to disqualification. A tent is not considered as an enclosed place. All repeat offences will lead to disqualification.

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 disqualification 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 disqualification. All repeat offences will lead to disqualification.

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.

## **27P5 TEAM MANAGERS**

**1)** Teams Managers are allowed to go to the finish of special stages, 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 special stage, except if specifically authorised by the Race Director. Team managers are not authorised to transport spare parts in the team managers' plane. In the case of infraction, the assisted competitor will receive penalties up to and including disqualification 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 International Jury.

**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 these criteria, 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 1<sup>st</sup> 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

## **27P6 FUEL / AUTONOMY:**

### **1) Fuel**

**a)** Pilots will have to use "commercially available" fuel in priority, produced by a petrol company and sold via their service station network. Fuel may have a maximum octane rating of 98, without the addition of a lubricating product freely available for sale that does not increase the octane rating. Only air may be mixed with fuel.

**b)** If the fuel available in countries crossed is not of sufficient quality to be used by competitors, the use of fuel, defined by the FIM as conforming to the norms, is authorised. The use of aviation fuel (AVGAS) is also authorised.

**c)** The use of special fuels other than those described above is strictly forbidden on pain of disqualification from the race. Checks will be made.

### **2) Autonomy**

Each competitor is responsible for calculating their fuel range. In no case may competitors make any claims against the organisers if their machine fails to cover the minimum distance of 250 km, regardless of the nature of the terrain.

For safety reasons a 10% margin is indispensable, i.e. a range of 275 km.

### 3) Refuelling during a Special Stage

The competitor alone is responsible for refuelling.  
Refuelling must be done with the engine cut.

A 15 minute neutralisation will be put in place each time refuelling is carried out during a special stage.

Each refuelling will be preceded by a CP. After having given in their time card, each competitor must take their machine to the refuelling truck. Fuel will be distributed in order of arrival at the CP.

After having refuelled, competitors must present themselves to the neutralisation control, where they will recover their time card. A new start will be given at the end of the neutralisation.

**All external assistance on a machine is forbidden during refuelling on pain of penalties at the discretion of the International Jury. Only competitors are allowed to help other competitors.**

The cost of fuel provided by A.S.O. is included in the entry fee. It consists of refuelling from barrels of lead-free 95 during special stages (27P6.3) and at the bivouac (27P6.4.b)

### 4) Petrol refuelling on road sections and at the bivouac

a) On road sections and in stage towns (at bivouacs) where service stations can supply Super 95 or 98 it is the responsibility of riders to fill up at their own expense.

b) Where there is no service station near the bivouac, A.S.O. will provide fuel at the bivouac, which will be delivered in barrels. This fuel is included in the vehicle entry fee.

## 28P INSURANCE

### 28P1 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.

##### 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.



From January 1<sup>st</sup> to January 16<sup>th</sup>, 2011

THE LEGEND CONTINUES

**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 medical 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](http://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.

MUTAIDE 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, chiropractice,
- 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.

### 28P2 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,
- €13 100 000 for physical damage,
- or the minimum in vigour in the countries crossed.

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 special stages, 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 special stages 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 18<sup>th</sup> 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.

### 28P3 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](http://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.

## 29P TIME CARDS

1) At the start of a Leg, pilots will be given a time card on which the target times and the maximum times authorised to cover each Road Section and each special stage 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 pilot is responsible for their time card.**

2) Any correction or amendment made to the time card will result in disqualification, unless such correction or amendment has been approved in writing by the controller.

3) The pilot 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) Pilots are obliged, under pain of penalties which may go as far as disqualification, 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 disqualification.

5) **The loss of a time card will entail a penalty of 5 minutes.**

6) **To facilitate the process and gain time at CPs and CHs, the time card must be placed in a pocket, with an opening in Velcro, on the fuel tank, or at the place where the main fuel tank is usually situated.**

**If this is not the case the controllers will not look for time cards in pockets or any other place not defined above.**

## 30P CONTROL ZONES

1) All controls, i.e. Time Controls, start and finish of Special stages, Passage will be indicated by means of a standardised double sign. Passing between the 2 signs is compulsory to validate the respect of the itinerary.

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.

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.

- 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:
- 1<sup>st</sup> infringement: penalty of 10 minutes,
  - 1<sup>st</sup> repetition of the infringement: penalty of 1 hour,
  - 2<sup>nd</sup> repetition of the infringement: disqualification 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 pilot. Unless the Clerk of the Course decides otherwise, they will cease to operate 1 hour after the target time for the last pilot, plus disqualification time, or, when the Regulations provide for the application of the fixed penalty, the Time Controls for the start and finish of Special stages 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 disqualification, the pilots 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 machine must move by its own means. If the machine is unable to move, 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.

## 31P TIME CONTROLS

### 31P1 GENERAL

- 1)** At the Time Controls, the controllers indicate on the Time Card the check-in time, which corresponds to the exact moment at which one of the pilots submits the Time Card to the controller. The clocking of the Time Card will only be carried out if the pilot and the machine are within the immediate vicinity of the control table.
- 2)** The check-in procedure commences the moment the machine passes the entry sign for the Time Control zone.
- 3)** The pilot is forbidden to stop or to drive abnormally slowly between the zone entry sign and the control post. A pilot 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 pilot does not incur any penalty for early arrival if the machine 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 pilot 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 pilot 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) If the start of a special stage is at the end of a road section, the start of the special stage is the same as the finish of the road section (twinned time control).
- At the start of the special stage, when the pilot arrives from the road section, the steward takes its time card after having stamped it and places the pilot ready for the start according to their ideal starting order.
  - At the start of the special stage, the steward notes the true start time of the special stage, returns the card and gives the start to the pilot.
  - In the case of an incident, should there exist a divergence between the two entries, the starting time of the special stage 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 special stages, 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 parcs fermés, pilots are authorised to check in ahead of time without incurring a penalty.
- 11) Any failure on the part of a pilot 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 disqualification 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 pilots concerned shall be informed of this decision as soon as possible. Disqualification from the Event or the fixed penalty for exceeding the maximum permitted lateness may only be announced at the end of a Leg.
- 13) If the start of a special stage coincides with the start of a Leg, the starting time of the special stage will also be that of the Leg.
- 14) At the finish of a Special stage, the stop point will be twinned with a Time Control.
- 15) If a time control is not followed by the start of a special stage, 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.

### 31P2 LATE AT THE TIME CONTROL AT THE START OF A LEG

All pilots late for the start of a leg will be penalised 1 minute for every minute late, until 30 minutes after the start of the last bike. After this time the pilot will be disqualified from the race. A new time and start order will be given to the pilot, at the discretion of the person in charge of the time control.

### 31P3 LATE AT THE TIME CONTROL AT THE START OF A SPECIAL STAGE

All competitors late for the start of a special stage will be penalised 1 minute for every minute late, until 30 minutes after the start of the last bike. After this time the competitor will be disqualified from the race. A new time and start order will be given to the competitor, at the discretion of the person in charge of the time control.

### 31P4 MAXIMUM TIME ALLOWED

#### 1) Road section

A target time is given for each road section.

Any difference in this target time will lead to a penalty of one minute for every 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) Special Stages

Special stages will be run in real time, with a maximum time allowed. Pilots checking-in after this maximum time will incur the fixed penalty for the day. If the finish of the special stage is also the finish of the leg, the procedures laid down in article 31P5 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) and the fixed penalties.

### 31P5 OVERRUNNING OF THE MAXIMUM TIME ALLOWED AT LEG FINISH TIME CONTROL

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, checking in must be done at the PCO, or at the end of Leg TC, with the official in charge.

2) All pilot arriving at the end of a leg, after the race control plane structure has been dismantled may take the start of the following leg on condition that they:

- Present themselves at the time control of the start of the leg up to 30 minutes after the start of the last bike,
- Have their time card from the proceeding leg stamped and present it to the race director or the person in charge of start time control,
- Prove to have rested for 6 hours at the bivouac or have the approval of a doctor.
- Comply with article 081.1.1.

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

3) All pilots who do not manage to retake the start of a leg in these conditions will be disqualified from the race.

### 31P6 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 18h00.** After this time competitors will be considered as disqualified.

### 31P7 INTERVIEWS

#### 1) Finish of special stage:

Areas especially dedicated to interviews will be settled each day after the finish of the special stage.

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 International Jury.

#### 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 International Jury.

## 32P PASSAGE CONTROLS

### 32P1 GENERAL:

- 1) In order to check that the pilots 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 and 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.

### 32P2 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.

### 32P3 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.

## 33P SPECIAL STAGES

### 33P1 GENERAL

- 1) **Competitors are forbidden to ride in the opposite direction to that of the special stage under pain of penalties which may go as far as disqualification.**
- 2) At the starts of special stages, when competitors with their machine has stopped in front of the starting control, the controller will enter the actual time of the start of the machine 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 competitor who fails to start within 20 seconds of the starting signal.
- 3) The start of a special stage may only be delayed in relation to the scheduled starting time by the controller in a case of "force majeure".
- 4) 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 according to the controller's report. This penalty does not exclude heavier penalties being inflicted by the Jury of the Sporting Stewards, especially if the offence is repeated.

- 5) Special stages will end in a flying finish, the official double signposting as follows:
- 2 yellow chequered signs (beginning of zone);
  - After approximately 100 m, 2 red chequered signs (flying finish);
  - At a distance of 150 - 300 m, 2 x 2 red signs (clock and STOP);
  - Finally, 100 m further on, 2 final beige signs with 3 transversal black stripes.
- 6) Stopping between the yellow warning sign and the STOP sign is forbidden on pain of disqualification. Timekeeping will be done on the finish line, which must have print-out equipment and shall be backed up by hand timing.
- 7) At a distance of 150 to 300 m after the finish, the competitor 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 steward in charge of the post must stagger the starting times of these competitors at intervals of at least 30" in the order in which they arrived.
- 8) If a competitor does not stop at the Stop point to have their time taken a penalty of 1 hour will be incurred.
- 9) During a Special stage, unless in the case described in article 18P2.4.a and e, any assistance is forbidden other than that of a racing pilot using parts transported by another racing pilot. However, approved assistance zones may be set up by the Organisers
- 10) The starting intervals for Special stages must respect the same dispositions as those laid down for starting Legs except in a case of a road penalty.
- 11) Any competitor refusing to start a Special stage at the time and in the position allocated to them shall be given a penalty of 15 minutes and must make themselves available to the post chief who will notify them of their new start time.

### 33P2 INTERRUPTION OF A SPECIAL STAGE

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

These times may be calculated in the following manner:

- 1) **Interruption of a special stage at a given point. Taking of time at a waypoint during a special stage:**
- a) **Given that a time is taken at each waypoint and recorded in the GPS Unik, a result for a special stage 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 machine so as to establish an appropriate time.

**2) Interruption of a special stage at several distinct points. Taking of time at the time control at the end of the special stage:**

**a)** In this case a time will be attributed to all the pilots concerned by the interruption. This time will be calculated by taking the worst time of the pilot 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 pilot was stopped and the finish of the special stage.

**b)** In the case were the Sporting Stewards consider the worst time as being abnormal they can chose as a reference the time of another which seems more suitable.

**3)** The application of these measures is under the exclusive authority of the International Jury after communication by Race Control of the reasons behind the interruption.

**4)** No pilot responsible or jointly responsible for stopping the race can, under any circumstances, benefit from this measure. The actual time it would have ultimately achieved will be credited if this is greater than the time recorded for the other pilots.

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

### **33P3 SAFETY**

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

### **33P4 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 special stage.

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 1<sup>st</sup> section) and their time at the end of the neutralisation which will also be their start time for the 2<sup>nd</sup> section.

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

## **34P REGROUPINGS**

**1)** The purpose of regroupings is to reduce the intervals which may occur between pilots as a result of late arrivals and/or retirements. The Parc fermé conditions apply.

**2)** On their arrival at these regroupings, the pilots will hand the controller their time card. They will receive instructions on their starting time.

They must then drive their machine 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 Special stage, the time control being twinned with the end-of-Special stage control), where the times recorded will serve to establish the classification of the Leg.

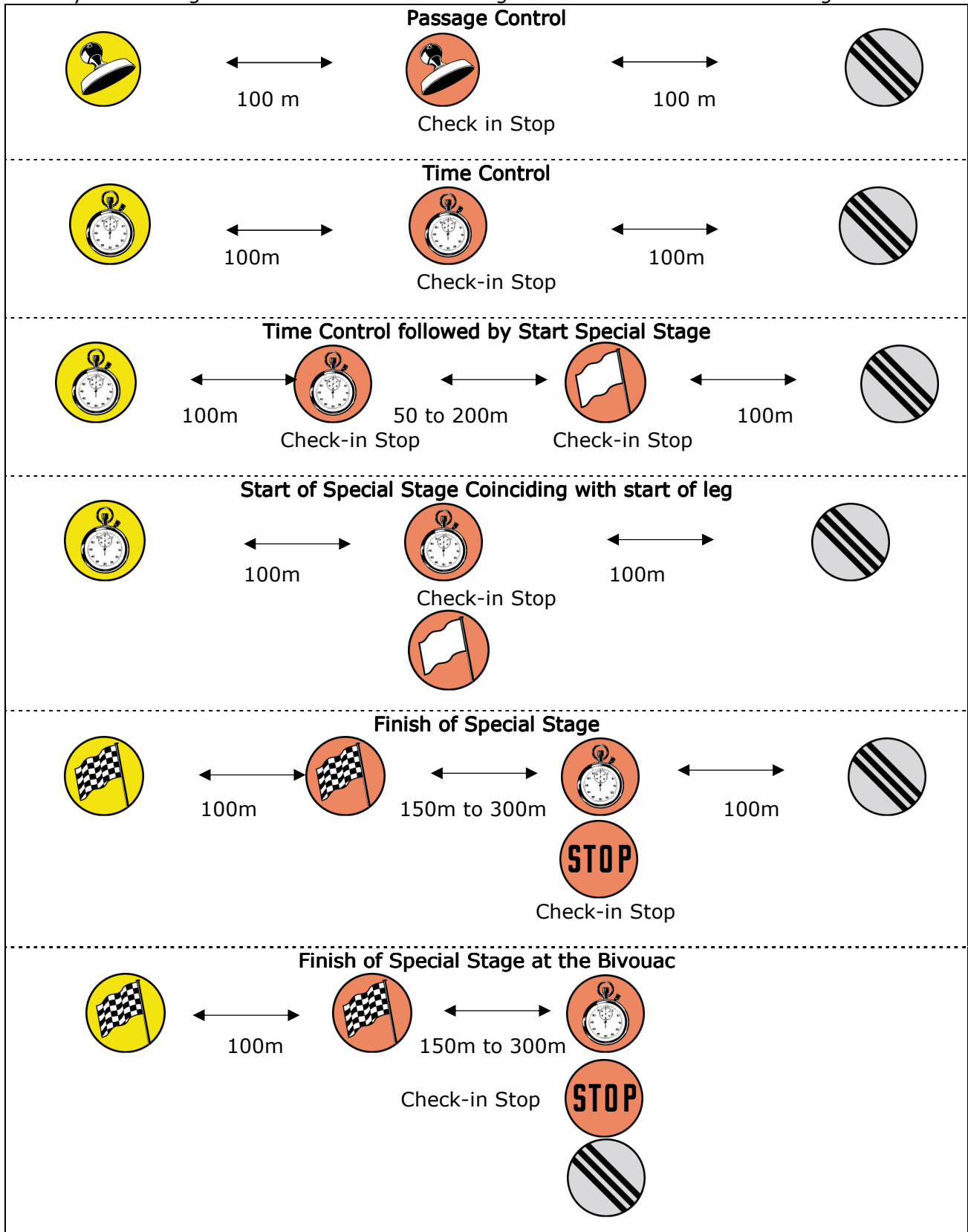
On the decision of the Clerk of the Course, this Leg may or may not be continued, neutralised or in convoy, and may or may not be under the Parc Fermé rules.

### 35P SIGNPOSTING OF CONTROLS

Start of Zone: 2 signs with yellow background

Control: 2 signs with red background

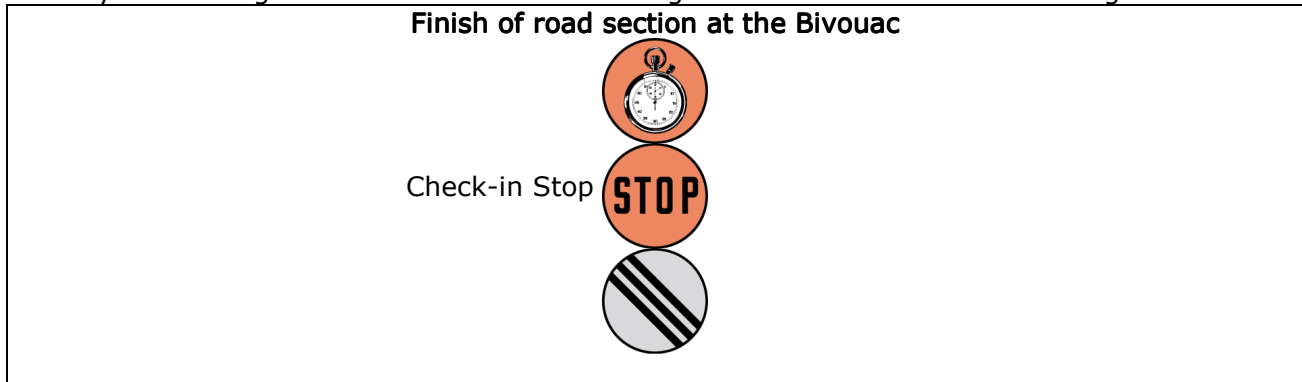
End of Zone: 2 signs beige with background



**Start of Zone:** 2 signs with yellow background

**Control:** 2 signs with red background

**End of Zone:** 2 signs beige with background



## 36P PARC FERME

### 36P1 GENERAL

**1) The following rules will apply:**

- a) It is forbidden to refuel or repair the machine in a Parc Fermé.
  - b) Starting a machine with the help of pushing from another competitor still racing shall be penalised by 1 minute:
  - c) Machines are considered to be in parc ferme from the moment they enter a parc fermé for the start, regrouping or end of Leg, until they leave it;
  - d) Machines will be in Parc Fermé from the moment they enter a control zone. From the Stop point until the zone exit, if the machine is unable to restart, it may be pushed out of the zone with external help without penalties, under the supervision of the chief marshal.
  - e) Machines are considered to be in parc ferme as soon as they reach the end of the Event and at least until the time for lodging protests has expired.
  - f) Machines will be in Parc Fermé where scrutineering is carried out at the finish of the special stage or of the leg.
- 2)** Except in the case of a time control at the end of a road section -bivouac, any infringement of the parc fermé regulations shall result in a penalty ranging from 10 hours to disqualification.
- 3)** Before the exit from all the parcs or at the start of a Leg, if the Scrutineers of the Event note that a machine seems to be in a condition which is not compatible with normal use, they must immediately inform the Race Director, who may request that it be repaired. In this case, the minutes used for such repairs shall be considered as the same number of minutes lateness registered on a Road Section. To prevent a competitor from trying to make up lost time after repairs, the competitor shall be given a new starting time. Any pilot which arrives more than 30 minutes late will be disqualified.
- 4)** As soon as they have parked their machine in parc fermé, pilots may cover their machine with transparent covers. Pilots must leave the parc fermé immediately and no pilot will be allowed to re-enter it.

- 5) By way of exception, and on the responsibility of an official, competitors may, while in the parc fermé at the start, regrouping zone or end of Leg : change one punctured or damaged tyre using the equipment on board, a damaged front or back light. 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 a machine from a parc fermé for the start, regrouping halt or end of Leg, competitors 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.
- 8) Before leaving the Parc Fermé, the pilots are permitted to place their machine covers and/or external battery outside the parc fermé.

### 36P2 SPECIFICS

#### Machines will be subject to 'parc ferme' rules:

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

## 37P ADMINISTRATIVE CHECKS AND SCRUTINEERING

### 37P1 GENERAL

1) All pilots must report to the administrative checks. 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 machine(s) and all necessary documents at scrutineering.

If scrutineering is followed by a parc fermé, a member of the team may take the machine(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 pilot 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 competitors who have passed the administrative checks may present themselves with their machine equipped with its plates and numbers at scrutineering, which will be of a completely general nature: make and model of the machine, apparent conformity with the group in which it is entered, conformity of the safety items, conformity of the machine with the Highway Code and with the FIM technical regulations. After scrutineering, if a motorcycle is found not to comply with the technical and/or safety regulations, the Stewards may set a deadline before which the machine must be made to comply.

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

- 4) Checks on the competitor, as well as of the machine, 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 their machine. The fact of presenting a machine for scrutineering is considered as an implicit statement of conformity.
- 5) Should new identification marks be affixed, it is the responsibility of the competitor alone to see that these are protected until the end of the Event. Should they be missing, the machine will be disqualified from the Event. The competitors concerned must be notified in writing.
- 6) Thorough scrutineering involving the dismantling of the machine for the competitor in the first places of the general classification and in each group and category, and possibly for any other competitor, may be carried out at the absolute discretion of Stewards ex officio or following a protest or upon the decision of the Race Director.

### 37P2 ADMINISTRATIVE CHECKS AND SCRUTINEERING IN BUENOS AIRES

- 1) The competitors will pass the scrutineering and administrative checks on 30<sup>th</sup> or 31<sup>st</sup> December 2010 at La Rural, in Buenos Aires.  
The presence of the pilots is compulsory at administrative checks.
- 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 1<sup>st</sup> 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 1 hour: 30 €
  - per hour extra: 15 €
- 4) The start will be refused to all pilots 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 International Jury.
- 5) On coming out of scrutineering all machines will be placed in parc ferme. No interventions will be authorised between the end of the scrutineering and entry in the parc fermé.
- 6) During administrative checks, competitors will be given a compulsory course on Safety Instruments: Sentinel and Iritrack. All absence will incur a penalty of 500 €.
- 7) Machines 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.
- 8) Machines 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.
- 9) 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 machine conform before passing technical scrutineering.

**10)** Machines must be presented to scrutineering ready to race and the helmet and the safety equipment listed in articles 41P1 and 41P2 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 machines 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 International Jury).

In the last case the entry fees will remain the property of the organisers.

### **37P3 ADMINISTRATIVE OBLIGATIONS**

**1) Each competitor 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 - FMN) for competitors not having a licence delivered by the FFM,
- Permission of the owner to use the machine, if he is not the rider.
- Valid national driving licence, corresponding to the category of machine entered,
- A 2011 FIM international licence,
- Vaccinations: yellow fever vaccination is compulsory. Recommended: diphtheria, tetanus, polio, meningitis (A & C), viral hepatitis A & B, tetanus, polio, typhoid ....

**2) Each machine 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 or commercial catalogue of machines entered in the series,

**3) Competitors undertake, on their honour, to present totally valid papers, on pain of start being refused.**

**No photocopies or declarations of loss or theft will be accepted, on pain of start being refused.**

### **37P4 MOTORCYCLE TRUNKS**

**1) Transport of 2 trunks and 4 wheels is offered to competitors at a cost of 500 €.**

**2) Trunks and wheels must be handed over before the start of the race:**

- either in Le Havre on 24 and 25 November 2010,
- or at the 'Motorcycle Trunks', situated at the Assistance Parc in Buenos Aires, from 28 December at 12h00, until 31 December at 18h00.

**3) Attention: Each day, riders will have access to only one trunk and 2 wheels at each bivouac. At no time will riders have access to their 2 trunks and 4 wheels simultaneously.**

## **38P PROTESTS-APPEALS**

**1) All protests must be made in accordance with the rules laid down by the International Sporting Code. They must be made in writing and given to the race director, accompanied by the sum of 160 \$US, which will be retained if the protest is not judged unfounded and unjustified.**

This decision may be contested at the Tribunal National de Discipline et d'Arbitrage de la Fédération Française de Motocyclisme (national discipline and arbitration tribunal of the French Motorcycle Federation) in compliance with article 4.6 and following the arbitration and disciplinary codes of the Fédération Internationale de Motocyclisme.

- 2) No appeal may be made against the validity of a fact (Art 4.1.2 of the FIM's arbitration and disciplinary code).
- 3) If the protest necessitates the dismantling and reassembling of different parts of a machine, protestors must in addition pay a guarantee of:
  - 230 € for a 2-stroke engine
  - 460 € for a 4-stroke engine
- 4) Competitors may appeal against decisions made, complying with stipulations of article 4.1 and following the FIM's disciplinary and arbitration code, except for reasons of safety.
- 5) The costs incurred by the work and by the transport of machines will be charged to the claimant, if the protest is not justified, and by the competitor protested against if the protest proves justified.
- 6) If the protest is not justified, and the costs incurred by the protest (checks, transport, etc.) are greater than the guarantee, the difference will be charged to the protester. If the amount is less the difference will be refunded.
- 7) All accused riders must be heard by an International Jury.

## 39P CLASSIFICATIONS

### 39P1 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 quads. The final results shall be determined by adding together the times obtained in the Special stages and the penalties (incurred during the Road Sections and other penalties expressed in time).  
The competitor who achieves the smallest total is proclaimed winner in the general classification, the next one being second, and so on. Classifications by group and category are drawn up in the same way.
- 3) In the event of a dead heat, the competitor who accomplished the best time for the last Special stage will be proclaimed winner. If this is not sufficient to determine the winner, the times of the previous Special stages shall be taken into consideration. Except for the Legs where no Special stage has been run, dead heats will be determined according to the order of starting numbers. This rule may be applied at any time during the rally.

### 39P2 CLASSIFICATIONS

- 1) **Definitions of the different classifications:**
  - a) **Partial classification of special stage:** non official, distributed for information only (press, teams ...)
  - b) **Provisional classification of special stage:** 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.



From January 1<sup>st</sup> to January 16<sup>th</sup>, 2011

THE LEGEND CONTINUES

- 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.
- 2) The various classifications will be posted each evening at the bivouac at 19h00, in the catering area, at the PCO and at the malles motos.
- 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 competitors' dept tent, at the entry of the parc fermé, on 15<sup>th</sup> January 2011.  
They become definitive 30 minutes after their posting (reclamation period).

**40P LIST OF PRIZES**
**40P1 GENERAL CLASSIFICATION**

<b>1<sup>st</sup> prize</b>	25.000 € + 1 trophy	<b>6<sup>th</sup> prize</b>	1 trophy
<b>2<sup>nd</sup> prize</b>	20.000 € + 1 trophy	<b>7<sup>th</sup> prize</b>	1 trophy
<b>3<sup>rd</sup> prize</b>	15.000 € + 1 trophy	<b>8<sup>th</sup> prize</b>	1 trophy
<b>4<sup>th</sup> prize</b>	10.000 € + 1 trophy	<b>9<sup>th</sup> prize</b>	1 trophy
<b>5<sup>th</sup> prize</b>	5.000 € + 1 trophy	<b>10<sup>th</sup> prize</b>	1 trophy

**40P2 CLASSIFICATION GROUPS AND CLASSES, ALL PILOTS**

<b>Group 1 ASO ELITE</b>	
<b>1<sup>st</sup> prize</b>	1 trophy
<b>2<sup>nd</sup> prize</b>	1 trophy
<b>3<sup>rd</sup> prize</b>	1 trophy
<b>AMATEURS</b>	
<b>1<sup>st</sup> prize</b>	10.000 € + 1 trophy
<b>2<sup>nd</sup> prize</b>	9.000 € + 1 trophy
<b>3<sup>rd</sup> prize</b>	8.000 € + 1 trophy
<b>4<sup>th</sup> prize</b>	7.000 € + 1 trophy
<b>5<sup>th</sup> prize</b>	6.000 € + 1 trophy
<b>6<sup>th</sup> prize</b>	5.000 € + 1 trophy
<b>7<sup>th</sup> prize</b>	4.000 € + 1 trophy
<b>8<sup>th</sup> prize</b>	3.000 € + 1 trophy
<b>9<sup>th</sup> prize</b>	2.000 € + 1 trophy
<b>10<sup>th</sup> prize</b>	1.000 € + 1 trophy
<b>Group 2.1 AMATEURS SUPER PRODUCTION 0 TO 450 CC</b>	
<b>1<sup>st</sup> prize</b>	1 trophy
<b>2<sup>nd</sup> prize</b>	1 trophy
<b>3<sup>rd</sup> prize</b>	1 trophy
<b>Group 2.2 AMATEURS SUPER PRODUCTION OVER 450 CC</b>	
<b>1<sup>st</sup> prize</b>	1 trophy
<b>2<sup>nd</sup> prize</b>	1 trophy
<b>3<sup>rd</sup> prize</b>	1 trophy
<b>Group 2.3 AMATEURS MARATHON 0 TO 450 CC</b>	
<b>1<sup>st</sup> prize</b>	1 trophy
<b>2<sup>nd</sup> prize</b>	1 trophy
<b>3<sup>rd</sup> prize</b>	1 trophy
<b>Group 2.4 AMATEURS MARATHON OVER 450 CC</b>	
<b>1<sup>st</sup> prize</b>	1 trophy
<b>2<sup>nd</sup> prize</b>	1 trophy
<b>3<sup>rd</sup> prize</b>	1 trophy
<b>Group 3 QUAD</b>	
<b>1<sup>st</sup> prize</b>	7.000 € + 1 trophy
<b>2<sup>nd</sup> prize</b>	4.000 € + 1 trophy
<b>3<sup>rd</sup> prize</b>	2.000 € + 1 trophy

**40P3 OTHER CLASSIFICATIONS**

<b>FEMALE CLASSIFICATION</b>		<b>ROOKIE CHALLENGE (1<sup>st</sup> participation)</b>	
<b>1<sup>st</sup> prize</b>	3.500 € + 1 trophy	<b>1<sup>st</sup> prize</b>	3.500 € + 1 trophy
<b>2<sup>nd</sup> prize</b>	1 trophy	<b>2<sup>nd</sup> prize</b>	1 trophy
<b>3<sup>rd</sup> prize</b>	1 trophy	<b>3<sup>rd</sup> prize</b>	1 trophy
<b>ELF MALLES MOTO CHALLENGE (*)</b>			
<b>1<sup>st</sup> prize</b>	3.000 € + 1 trophy		
<b>2<sup>nd</sup> prize</b>	2.000 € + 1 trophy		
<b>3<sup>rd</sup> prize</b>	1.000 € + 1 trophy		

(\*) To participate in this challenge, riders must declare at the final check, at technical scrutineering, that they have entered without assistance. Checks will be made during the rally. The conditions of participation in this challenge will be communicated later on a bulletin.

- 4) The prizes are cumulative. The total amount of prizes given out is 156.000 €.
- 5) Trophies will be awarded to winners at the official prize giving to be held on 16<sup>th</sup> January 2011, at la Rural in Buenos Aires, from 10.00 am. Prize money will be sent to competitors by 31<sup>st</sup> March 2011 at the latest.

## 41P COMPETITORS' SAFETY

### 41P1 SURVIVAL EQUIPMENT

- 1) For safety reasons pilots must carry with them on their motorcycles 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 fixed reserve of 3 litres of water + 1 2 litre 'camelback' type drinking system, at the start of each leg,
  - 1 foil survival blanket,
  - 1 Sarsat distress beacon,
  - back and front body armour,
  - 1 Iritrack,
  - 1 Sentinel.
- 2) All competitors coming to the start of a leg without all the compulsory survival equipment (31P1.1) 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. Over 30 minutes and the competitor in question will be disqualified from the race.  
Repeat offenders on following Legs will receive penalties up to and including disqualification from the race, to be decided upon by the International Jury. Repeat offenders will be readmitted one time only.
- 3) Transport of fuel in any other way than in fuel tanks designed for this purpose is forbidden. Similarly, transport of objects, parts, tools... susceptible to cause injuries to a riders (back pack, belt...) is forbidden. Failure to respect this rule will result in the start being refused.
- 4) Safety and survival equipment must be accessible without dismantling, so that the race director may carry out checks before the start of each Leg.  
The location of the Sarsat distress beacon must be shown using a sticker supplied by A.S.O. The distress beacon must be accessible without dismantling, even when the motorcycle is on its side.  
The instructions for the various items of safety equipment must be respected and competitors will be tested on their knowledge during the administrative checks.

### 41P2 CLOTHING AND HELMETS

- 1) Over the entire route the wearing of back and front body armour is compulsory.
- 2) Over the entire route the wearing of Leatt Brace neck protector is strongly recommended.
- 3) The wearing of an FIM homologated helmet is compulsory throughout the race, on pain of disqualification from the race.  
The helmet, less than 5 years old, must be presented at scrutineering, at the same time as the motorcycle.

#### 41P4 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.

### 33P 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 Special stages and other time penalties will be applied to the general classification.

2) All fines will be donated to charity.

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 FMN. sanctions	Start Refused	Disqualification	Time penalties	Financial penalties	Penalty Decisions at Stewards' Discretion
Assistance in a closed space or private place ▪ 1 <sup>st</sup> infraction ----- ▪ repeated -----	3P3.c				3h00		
Iritrack not on during tests	3P3.d						X
Speeding in bivouac and/or dangerous driving in bivouac	3P3.e						Up to disqualification
Presence of moto / quad inside the catering area. Per offence:	3P3.f					300 €	
Absence at 1 <sup>st</sup> briefing	3P4.b					500 €	
3 <sup>rd</sup> infraction, when speeding	3P17						Up to disg.
Air, water or land transport of a pilot by a third person	8P4			X			
Pilote being replaced on his machine	8P5			X			
Machine's characteristics not corresponding to those on entry form	10P1.4		X				
Non administrative or technical	10P3.1						

conformity			X				
Absence or faulty positioning of a race number or plate	11P3					10% of entry fees (per infraction)	
Absence or faulty positioning of 2 or more race numbers or plates	11P3					20% of entry fees	
Absence of race bib at the start of a leg	11P4						Up to disq.
Names of the pilot and blood group not featured on the helmet or on the machine	11P5					10% of entry fees (per infraction)	
Absence of bracelet	11P6					10% of entry fees	
Absence or damage of advertising	12P1.2					10% of fees	
▪ 1 <sup>st</sup> offence -----						100% of fees	
▪ 2 <sup>nd</sup> offence -----							
Reconnaissance of route, tests or presence in the countries crossed	16P6						Up to start refused
▪ Possession of non authorised notes in the vehicle -----			X	or X			
▪ Possession of satellite photos inside the vehicle -----	17P2.3		X	or X			
Presence of assistance or signposting in Public Zones	18P2.3						Up to disq.
Missing WPM, WPE, WPV, DZ, FZ, CP	19P2.1				See road-book		Up to disq.
Exchange of GPS between vehicles	19P3.2						Up to disq.
Unauthorised linking of equipment	19P3.3						Up to disq.
Use of GPS points other than those of the organisers	19P3.7.a						X
Carry or possession of unauthorised systems of navigation	19P3.7.b						X
Presence of all unjustifiable wiring	19P3.7.c						X
Possession or use of forbidden system	19P3.7.d						Up to disq.
Unblocking GPS using the "Emergency Code"	20P1				X		
Unblocking GPS using the code « WPM »	20P2					6h00	
▪ 1 <sup>st</sup> to 3 <sup>rd</sup> utilisation for the 1 <sup>st</sup> 20 and the priority drivers						3h00	
▪ 1 <sup>st</sup> to 3 <sup>rd</sup> utilisation for the others					X		
▪ 4 <sup>th</sup> utilisation -----							
Straying more than 90m from a DZ or a FZ	21P1 21P3				See road-book		
▪ GPS not working due to competitor	22P3						Up to disq.
▪ GPS code not entered							

Refusal to sign the infringements : <ul style="list-style-type: none"> <li>▪ 1<sup>st</sup> offence</li> <li>▪ 2<sup>nd</sup> offence</li> <li>▪ 3<sup>rd</sup> offence</li> </ul>	22P5					10' 1h00			
Over speeding in control zones : <ul style="list-style-type: none"> <li>▪ Between 1 and 15 kph</li> <li>▪ Between 16 and 40 kph</li> </ul>	23P3.2					1' <i>per</i> <i>impulsion</i> 2' <i>per</i> <i>impulsion</i>			
Over 40 kph: <ul style="list-style-type: none"> <li>▪ 1<sup>st</sup> impulsion</li> <li>▪ 2<sup>nd</sup> impulsion</li> <li>▪ 3<sup>rd</sup> impulsion</li> </ul>						20' 1h00		150 € 300 €	
Non payment of fines within 24 hours	23P3.3			X					
Speeding on road section with speed limit	23P4					Idem 28P3.2		Idem 28P3.2	
Sentinel not working due to pilot <ul style="list-style-type: none"> <li>▪ For the 1st 10 pilots and ASO Elite riders</li> <li>▪ For others</li> </ul>	25P1.2					1h00		300 €	
All vehicle refusing to be overtaken <ul style="list-style-type: none"> <li>▪ For the 1st 10 pilots and ASO Elite riders</li> <li>▪ For others</li> </ul>	25P1.3					15'		300 €	
Not respecting the article	24P2 24P3								X
Not making the area safe in the case of an accident	24P1.3								X
Pilot involved in an accident with injuries	24P1.4								Up to disq.
Failure to inform of retirement	24P3.1	X						X	X ASO refuse entry of crew
Letting of distress beacon <ul style="list-style-type: none"> <li>▪ without medical reason</li> <li>▪ if the organisation intervenes</li> </ul>	24P3.2				X X			X	
Transport of a pilot by any means of transport	24P3.4				X				
Presence of a retired machine on the itinerary	24P3.5								
Not respecting the re exportation of a damaged machine	24P6	X							
Disrespectful behaviour	25P2.1.a							500 €	
Incorrect, fraudulent or unsporting action committed <ul style="list-style-type: none"> <li>▪ Before the event</li> <li>▪ During the event</li> </ul>	25P2.1.b			X		X			
<ul style="list-style-type: none"> <li>▪ Leaving wheel and/or punctured tyre</li> <li>▪ Repeat offense</li> </ul>	25P2.1.c					X		1.000 € <i>per wheel</i>	

Machine transferred or sold in a country crossed	25P2.2						Five years banned on Dakar
Not respecting the rules for crossing the borders	25P2.3						From 500€ up to disqualification
Not respecting a sensitive area	25P2.4						
▪ 1st infraction -----	a&c					1.000 €	
▪ repeat offense -----				X			
▪ Broken fences' gate -----	25P2.4.b					1.000 €	
▪ Repeat offense -----				X			
Non-authorized use of satellite or GSM telephone	25P3.4						Up to disq.
Use of any transmission or radio system not authorised	25P4						Up to disq.
Pilot interferes with Iritrack	27P5.2						Up to disq.
Incident due to pilot or attempt at fraud (boarded camera)	25P6.3						X
Offence committed by an assistance vehicle	27P1.4						Up to disq.
Transportation of the machine	27P1.6						
Returning to bivouac on unique piste	27P2.d				X		
Forbidden assistance	27P4						Up to disq.
Assistance by a non accredited person or vehicle	27P4.2						
▪ on road section -----						3h00	
▪ on special stage -----						6h00	
▪ Repeat offense -----				X			
▪ Assistance on special stage -----	27P4.3					6h00	Up to disq.
▪ Repeat offense -----				X			
▪ Presence of an assistance on DSS, ASS or race road section -----	27P4.4					3h00	Up to disq.
▪ Repeat offense -----				X			
▪ Transport, delivery etc. of spare parts -----	27P4.5					6h00	Up to disq.
▪ Repeat offense -----				X			
▪ Assistance outside the bivouac or in an enclosed place -----	27P4.6					6h00	Up to disq.
▪ Repeat offense -----				X			
Signposting, transmission of information	27P4.7					3h00	500 €
Presence of a vehicle on the itinerary before the race	27P4.8				X of all the competitors assisted		
▪ Not authorised airborne assistance -----	27P4.9					6h00	Up to disq.
▪ Repeat offense -----				X			
Presence of a Team Manager on the special stage	27P5.1						Up to disq.
Transport of parts or tools by a Team Manager on the plane	27P5.1						Up to disq.

Forbidden fuel	27P6.1.c							Up to disq.
Unauthorised modification of time card not approved by a steward	29P2			X				
Absence of stamp or non respect of chronological order	29P4							Up to disq.
Loss or damage of time card	29P5					5'		
Entering a control area from the wrong direction and/or re-entering a control zone when the time card has already been checked	30P4					10'		
<ul style="list-style-type: none"> <li>▪ 1st infringement</li> <li>▪ 2nd infringement</li> <li>▪ 3rd infringement</li> </ul>				or X		1 hour or FP		
Failure to comply with the instructions of the marshal in charge of a control post	30P7							Up to disq.
Time difference at a TC	31P1.8					1' per minute		
<ul style="list-style-type: none"> <li>▪ Late at start CH of a Leg or Special stage, until closing of control</li> <li>▪ 30 min. after the last machine</li> </ul>	31P2 & 31P3			X		1' per minute		
Special stage: Overrunning max time	31P4.2					Max time + FP		
Non respect of article 36P5.2	31P5.3			X				
<ul style="list-style-type: none"> <li>▪ Pilot not stopping in interview zone or incivility</li> <li>▪ 2nd offence</li> </ul>	31P7					500 €		X
Driving in opposite direction on special stages	33P1.2							Up to disq.
Remaining on the starting line for more than 20" after the starting signal has been given	33P1.2					2'		
False start before controller's signal	33P1.4					1' mini		X
Stopping between yellow and stop panels	33P1.6					15'		
Not stopping at stop panels	33P1.8					1h00		
Pilot refusing to start a special stage at its allotted time and position	33P1.11					15'		
Infringement of parc ferme regulations	36P1.2					10h00 mini		Up to disq.
<ul style="list-style-type: none"> <li>▪ Work on vehicle after start time</li> <li>▪ Over 30' late</li> </ul>	36P1.3			X		1' per minute		
Pilot presents after limits	37P1.1		X					
Machine not conform to safety regulations	37P1.3		X					
Responsibility / absence of identification marks	37P1.5			X				

Late at administrative checks, per minute:	<b>37P2.2</b>							
▪ 1st hour-----					<b>50 €</b>			
▪ subsequent hours-----					<b>80 €</b>			
Late at scrutineering:	<b>37P2.3</b>							
▪ Up to 30'-----					<b>15 €</b>			
▪ 30' to 1 hour-----					<b>30 €</b>			
▪ following hours-----					<b>15 €</b>			
Absence at Iritrack or Sentinel training	<b>37P2.6</b>					<b>500 €</b>		
Instrument or brackets not pre-installed	<b>37P2.7</b>						<b>Boarding refused</b>	
Instrument or brackets not pre-installed	<b>37P2.8</b>					<b>150 € per instrument</b>		
Machine does not conform at scrutineering	<b>37P2.10</b>		X				X	
Presentation of copies of documents or non valid documents	<b>37P3.3</b>		X					
Amount of protest	<b>38P1</b>					<b>160 \$</b>		
Deposit in case of dismantling	<b>38P3</b>							
▪ 2 strokes -----						<b>230 €</b>		
▪ 4 strokes -----						<b>460 €</b>		
Lack of survival equip at start	<b>41P1.2</b>							
▪ to comply -----				X		<b>1' per minute</b>		
▪ over 30' -----				X				
▪ 1 <sup>st</sup> repeat -----								X
▪ 2 <sup>nd</sup> repeat -----								
▪ Not wearing protections or helmet -----	<b>41P2.1</b>				X			
▪ Failure to present helmet at scrutineering -----			X					



From January 1<sup>st</sup> to January 16<sup>th</sup>, 2011

THE LEGEND CONTINUES

# TECHNICAL REGULATIONS

## PREAMBLE

The technical regulations for the 33<sup>rd</sup> Personal Dakar Argentina - Chile conform with the 2010 FIM regulations for bikes and quads. There are however some exceptions, which you will find detailed in the following pages.

The FIM technical regulations can be consulted on their web site : [www.fim.ch](http://www.fim.ch)

**F.I.M. :**

Tél : + 41.22.950.950.0 (Suisse)

**Technical Steward Bikes / Quads:**

Gianfranco FERRETTI.

Tél : +39 338 28 09 993 (Italie)

E-mail : francoferretti.gian@libero.it

## ART. 1 GROUPE 1 - ELITE

**1) This group consists of:**

- ⇒ production 'Enduro' machines, of which at least 100 examples have been produced and certified by the FIM.
- ⇒ machines derived from Enduro motorcycles, modified and/or equipped so as to be no longer able to be considered as production machines, of which at least 15 examples have been produced and certified by the FIM.

A request for provisional certification must be made to the FIM for the Dakar 2011 for motorcycles of which at least 15 examples have been produced and will be subjected to a check by a technical steward agreed by ASO. Manufacturers concerned must contact the Dakar's sporting service before 1 October 2010.

**2) Engine:**

The standard engine cases will be marked at scrutineering. All loss of markings will result in penalties up to disqualification.

The preparation of the engine is free, with the exception of the main engine cases which must be strictly standard.

Repairs to the engine's 'top-end' are free during the event. All interventions to the 'bottom-end' (inside the main engine cases) will be considered as a change of engine.

2 engine changes will be allowed, thus 3 engines in total. The engines may be repaired during the event on condition that the engine cases marked at scrutineering are preserved.

Once removed and replaced by engine B, the refitting of engine A into the machine will be considered as a change of engine, in the same way as replacement by engine C.

## ART. 2 GROUPS 2.1 & 2.2 - SUPER PRODUCTION

This group consists of:

- ⇒ machines derived from Enduro motorcycles to which certain modifications have been made and / or parts added that make them no longer eligible for the Marathon group.
- ⇒ machines of riders wishing to change marked parts,
- ⇒ machines of a 'free' conception, produced in small quantities and corresponding to the following criteria:

- **Frame:** materials 'free' with the exception of titanium.
- **Engine:** lower engine cases and crankshaft from a production engine homologated in the Marathon group. Preparation 'free'. Repairs during the race are 'free'. **Only 2 engine changes are authorised, ie. a total of 3 engines. The engines may be repaired during the race, providing that the engine cases marked during scrutineering are retained.** Once removed and replaced by engine B, the refitting of engine A into the machine will be considered as a change of engine, in the same way as replacement by engine C.

**ART. 3 GROUPS 2.3 & 2.4 - MARATHON**

- 1) Production "Enduro" machines manufactured in at least 100 examples and homologated by the FIM.
- 2) Machines in the Marathon group must be standard, as delivered by the manufacturer. Machines must conform in all ways to the commercial catalogue issued by the constructor and be freely available for sale. The original repair manual (as used by dealers – no photocopies accepted), as well as all homologation papers, must be presented at the same time as the machine during scrutineering.
- 3) If the rider is unable to present homologation papers at scrutineering their machine will be irrevocably disqualified from the Marathon group and entered in the Super Production group.
- 4) The engine must be standard, of the type homologated, along with carburettor and accessories (alternator, starter, and the complete ignition system). It must remain as originally constructed – only the fitting of an oil cooler is authorised.
- 5) **The principle of this classification is simple: the interdiction to change principle parts during the race.**  
**The Marathon classification will reward riders who have finished the race without having changed the following parts:**
  - engine,
  - frame,
  - fork (stanchions, tubes and yokes),
  - swinging arm,
  - central engine cases, cylinder(s), cylinder head(s).

The parts listed above must be entirely standard. These parts will be marked at scrutineering. The replacement of one of the these parts, or of the engine during the event, will see the competitor removed definitively from the Marathon classification, but will not prevent the competitor from featuring in the overall classification for the Super Production group (with the exception of the frame for which the penalty will be disqualification from the race).

- 6) Other parts may be replaced by standard parts in the series type of the constructor, but may not be removed (e.g.: fairing)
- 7) **Free from rules:**
  - The presence of the speedometer and rev counter, provided that their location is used to fit navigation accessories and that the speed of the machine can be checked by the rider.
  - The handlebar along with levers, handlebar clamps and cables, if they are featured in the constructor's catalogue, as well as the presence of hand protectors. If the diameter of the handlebar is different from that of standard, only handlebar mounts sold for this type are acceptable. All modification or machining of clamps is forbidden.
  - The fitting of a steering damper.
  - The presence of a headlight protection grill.
  - The headlight and rear light (providing they comply with regulations).
  - Tyres
  - Secondary transmission (engine sprocket, rear sprocket, chain). Only the width of the chain may be changed, not the throw.
  - Spark plugs.
  - Brake pads, brake hoses and brake fluid.
  - Fuel and water tanks (but not the means of engine cooling).
  - The air filter. The air box and its layout must remain standard. The location of the air intake is free and may be moved.
  - The seat.
  - Indicators may be removed, as may one rear mirror, if two are fitted as standard.
  - The luggage rack.
  - The engine bash plate.

- The presence of fork and front brake protectors.
- The choice of shock absorbers.
- Fork springs (the stanchions, tubes and fork yokes must be standard). Internal settings are free.
- Stand cut out switches.
- The size of the foot pegs (if featured in the constructor's catalogue).
- The dimensions of the brake pedal (if featured in the constructor's catalogue).
- The reinforcement of the standard kick start.
- Modifications to the electrical circuit, so as to fit the rear fog light.
- Wheels: the rims and spokes may be changed for reinforced parts provided the hubs remain standard.
- Front wheel: motorcycles fitted with a 19" front wheel may be fitted with a 21" rim provided that the hub and the width of the rim remains the same.
- Rear wheel: motorcycles fitted with a 17" rear wheel may be fitted with an 18" rim provided that the hub and the width of the rim remains the same.

**8)** Machines, as in other categories, must conform to the event's safety norms and to the Highway Code (horn, rear mirror).

Competitors are allowed to fit a kick start, in addition to an electric starter, providing there is the possibility to do so within the model range and that the parts are featured in the manufacturer's catalogue.

Following a report by the Technical Stewards, the Jury reserves the right to accept or not a machine in this group.

All modifications not explicitly authorised are forbidden.

**9) Forbidden:**

- All modifications increasing the performance of the engine, clutch, or primary transmission. The cooling system, in its entirety, and the original starting system must be conserved.
- All modifications to the electrical circuit other than those mentioned in the 'free' chapter.
- All modifications to the braking system other than those mentioned in the 'free' chapter.
- All modifications or reinforcing of all or part of the frame, as well as all change of materials, except reinforcement designed to carry extra tanks or luggage racks.
- All changes of material, on whatever parts (even if these feature in the manufacturer's catalogue) which do not correspond to that fitted as standard to the model in question. The year of reference being not that of registration as featured on the registration documents but that given by the manufacturer and corresponding to the series number.
- All changes to appearance, dismantling or taking off of parts, accessories or equipment other than those mentioned in the 'free' chapter.

**10) NB:** Parts may be removed by Technical Stewards so as to be checked at any time during the event.

## ART. 4 GROUP 3 - QUAD

**1)** Quads must conform in every way to Article 01.83 of the FIM technical regulations for off-road rallies.

Are authorised: 4-stroke quads of either 2 or 4 wheel independent drive.

All technical improvements are allowed.

**2) Engine:**

Preparation 'free'. Repairs during the race are 'free'. Only 2 engine changes are authorised, ie. a total of 3 engines. The engines may be repaired during the race, providing that the engine cases marked during scrutineering are retained.

Once removed and replaced by engine B, the refitting of engine A into the machine will be considered as a change of engine, in the same way as replacement by engine C.

- 3) The machine must be in perfect mechanical condition, be registered for use on public roads, equipped with a circuit breaker linked to the rider whenever the machine is moved with the engine running, and a structure of crossed straps or metal trellis between the wheels.
- 4) Chain driven quads must be equipped with a bash plate protecting the underside of the rear sprocket and brake disc.
- 5) A protection bar must be fitted on each side of the machine running between the front and rear wheel. The bar must be a minimum of 25 mm diameter. A structure of interwoven straps or metal grill must block the gap between the wheels and the lateral barrier so that rider's feet cannot touch the ground.  
The front and rear bumpers must conform to diagram Q of the FIM Enduro and Rally technical regulations.

## ART. 5 EXHAUST AND SILENCER SYSTEM

- 1) Even where the specific prescriptions for a category authorise the replacement of the original silencer or complete exhaust system, motorcycles participating on an event run on public roads must always be fitted with an exhaust silencer that conforms to the regulations of the countries crossed during the race.
- 2) The position and geometric form of the system must conform to the FIM's technical prescriptions for the discipline. In addition, hot tubes must be efficiently protected so as to not to cause burns.
- 3) Exhaust systems must not be of a temporary nature. Exhaust gases must exit at the extremity of the system. Parts of the frame may not be used to carry exhaust gases.
- 4) Any irregularity will lead to the start being refused up to the conformity application.
- 5) **The non-respect of the maximum sound limit (maximum 96 decibels, measured at 13m/sec at the scrutineering and 98 decibels during the rally) will be penalised as follows (see Art.79.11 of the Enduro Technical Rules):**
  - **1<sup>st</sup> infringement: 15 minutes**
  - **2<sup>nd</sup> infringement: 1 hour**
  - **3<sup>rd</sup> infringement: disqualification**

## ART. 6 LIGHTING EQUIPMENT AND ACCESSORIES

- 1) Must in all ways conform to the International Highway Code.
- 2) Each machine must be equipped with at least:
  - One headlight,
  - One homologated rear stop light,
  - One red rear fog light of a minimum of 21 W and of 140 x 70 mm, or several lights of an equivalent surface area (halogen bulb recommended),
  - A horn with a 90 Db minimum noise level,
  - A rear mirror,
  - A fixed water tank of 3 litres (plus a 2 litre drinking system).
- 3) Each quad must be fitted with a circuit breaker, without any neutralisation system. The circuit breaker must be permanently linked to the rider. Checks will be made at each Leg start and throughout the rally route. In the case of an infringement, penalties from start refused to disqualification will be applied by the Jury.



From January 1<sup>st</sup> to January 16<sup>th</sup>, 2011

THE LEGEND CONTINUES

4) Lights and red rear lights must be switched on throughout the race so as to facilitate overtaking of and by other competitors or organisers machines. Failure to respect this regulation will result in time penalties. All competitors are expected to carry necessary spares.

## ART.7 MARKINGS

### 7P1 GENERAL

1) **In all categories: the frame, the engine, and the spare engine.**

The machine and the rider are associated by a race number and will be identified by marks at scrutineering. These 3 elements are indissociable during the length of the race.

Are considered as part of the frame: all parts welded surrounding the engine and supporting the steering column and the mounting points for the rear suspension. The frame and the engine cases, already marked at scrutineering at the start, or all other parts, may at any moment have additional marks added.

2) **All fraud noted, and notably the fact of presenting as intact, identification marks that have been retouched, will result in the disqualification of the rider or team which aided or facilitated the infraction, and that without affecting further sanctions which may be demanded to the national federation of the rider or accomplice.**

3) **All changes of engine must be indicated to the Clerk of the Course or at the Technical Steward, at 09.00 pm the latest, on pain of a 15' penalty.**

4) In the Marathon classification, the complete engine (standard) fitted in the machine will be marked. Other marks will be made to the:

- Forks (stanchions, tubes and yokes),
- Swinging arm.

### 7P2 GROUP ELITE

1) Before technical scrutineering, Elite Group riders must put ensure a hole allowing the fixing of seals to the bolt attaching the engine to the frame (and the 2 bolts in the case of a twin cradle frame) on pain of a 150€ fine.

2) The standard main engine cases will be marked by a sticker during scrutineering.

3) Riders are responsible for the continued presence of all seals and marks. Any lost marks or seals will result in penalties to be decided upon by the International jury.



From January 1<sup>st</sup> to January 16<sup>th</sup>, 2011

THE LEGEND CONTINUES

# APPENDICES



From January 1<sup>st</sup> to January 16<sup>th</sup>, 2011

THE LEGEND CONTINUES

## 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](http://www.dakar.com) from 15 May 2010. They must be returned to the competitors' service before 1<sup>st</sup> 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 1<sup>st</sup> 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 31<sup>st</sup> 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](http://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 12<sup>th</sup> 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](http://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 31<sup>st</sup> 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](mailto: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](mailto: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.

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 POLOMEUR**  
**Tel.: +33 (0)2 97 87 25 85 - Fax: +33 (0)2 97 37 59 21**  
[competition@ertf.com](mailto: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 POLOMEUR**  
**Tel.: +33 (0)2 97 87 25 85 - Fax : +33 (0)2 97 37 59 21**  
[competition@ertf.com](mailto: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.



From January 1<sup>st</sup> to January 16<sup>th</sup>, 2011

THE LEGEND CONTINUES

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\*](mailto: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*

*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\*](mailto:rallye@tdcom.fr)

## **APPENDIX 4 – DAKAR BRANDS - TRADEMARKS**

All information related to the right to use the Dakar brand are detailed on our website : [www.dakar.com](http://www.dakar.com)



From January 1<sup>st</sup> to January 16<sup>th</sup>, 2011

THE LEGEND CONTINUES

## 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 intend to film, without the prior written consent of the organizer. In this connection, written requests must be sent at the latest by the 1<sup>st</sup> 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](mailto:asotv@aso.fr)**

**APPENDIX 6 – ONBOARD CAMERAS**
**TECHNICAL FILE**
**BOARDED CAMERA « RECORD » MOTORCYCLE**

Product	Qty	Unit Weight (Kg)	Total Weight (Kg)	Unit Size L x w x h (mm)	Power requirements (Volt x Amp = Watt)
Camera + cable	1	0,360	0,360	-	12 x 0.2 = 2.4
Camera mount	1	0,300	0,300	-	
Recorder + remote control	1	0,500	0,500	95 x 43 x 107	12 x 0,6 = 7,2
Timer	1	0,300	0,300	-	12 x 0,3 = 3,6
Mike	2	0,100	0,200	-	
Pre amp audio	1	0,600	0,600		12 x 0,1 = 1,2
Case					
<b>Total</b>			2,26		12 x 1,2 = 14,4

**Summary "Moto Record" :**

1 camera with its mount (on the helmet or on the bike) + 2 mikes + 1 recorder (with a timer) + 1 pre amp audio on the rider if the camera is on the helmet, on the bike if the camera is on the bike as well.

**Total weight (approx.): 2,3 Kg**

**Consumption: 12 Volt / 2 Amp. / 24 Watt**

**BOARDED CAMERA « HF » MOTORCYCLE**

Product	Qty	Unit Weight (Kg)	Total Weight (Kg)	Unit Size L x w x h (mm)	Power requirements (Volt x Amp = Watt)
Camera + cable	1	0.360	0.360		12 x 0.2 = 2.4
Camera mount	1	0,300	0,300		-
Mike	2	0,100	0,200	-	-
Pre amp audio	1	0,600	0,600	-	12 x 0,1 = 1,2
Transmitter	1	0,400	0,400		12 x 0.700 = 8.4
Aerials + cables HF	1	0,200	0,200		
<b>Total</b>			2,06		12 x 1 = 12

**Summary "Moto HF" :**

1 camera with its mount + 2 mikes + 1 pre amp audio + 1 transmitter + 1 aerial and 1 HF cable.

**Total weight : 2 Kg**

**Consumption : 12 Volt / 1,5 Amp. / 18 Watt**

**NB :** If the machine does not have enough power, a lithium battery will then be necessary.

Weight : 0,530 kg

Size (mm) : 135 x 60 x 40



From January 1<sup>st</sup> to January 16<sup>th</sup>, 2011  
THE LEGEND CONTINUES

## 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.





From January 1<sup>st</sup> to January 16<sup>th</sup>, 2011

THE LEGEND CONTINUES

# ASSISTANCE REGULATIONS

## 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.



From January 1<sup>st</sup> to January 16<sup>th</sup>, 2011

THE LEGEND CONTINUES

**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:

- 1<sup>st</sup> infraction: fine of 300 €,
- 2<sup>nd</sup> infraction: fine of 500 €,
- 3<sup>rd</sup> infraction: immobilisation at the liaison time control until the start of the 1<sup>st</sup> car + sealing of the vehicle until the next bivouac,
- 4<sup>th</sup> 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:

- 1<sup>st</sup> infraction: fine of 300 €,
- 2<sup>nd</sup> infraction: fine of 500 €,
- 3<sup>rd</sup> infraction: immobilisation at the liaison time control until the start of the 1<sup>st</sup> car + sealing of the vehicle until the next bivouac,
- 4<sup>th</sup> 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 speeding equal or over 1kph and under or equal to 20 kph in the same zone will be sanctioned as follows:

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

All overspeeding over 20 kph will be sanctioned as follows:

- 1<sup>st</sup> infraction: immobilisation at the liaison time control until the start of the first car + sealing of the vehicle until the next bivouac,
- 2<sup>nd</sup> 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 :
  - 1<sup>st</sup> 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.
  - 2<sup>nd</sup> 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 24<sup>th</sup> or 25<sup>th</sup> 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 30<sup>th</sup> and 31<sup>st</sup> 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 30<sup>th</sup> and 31<sup>st</sup> 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:

- 1<sup>st</sup> infraction: fines of 300 Euros per infraction, per crew member,
- 2<sup>nd</sup> infraction: immobilisation at the liaison time control until the start of the 1st car + sealing of the vehicle until the next bivouac,
- 3<sup>rd</sup> 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 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.

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](http://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 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 15<sup>th</sup> 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