

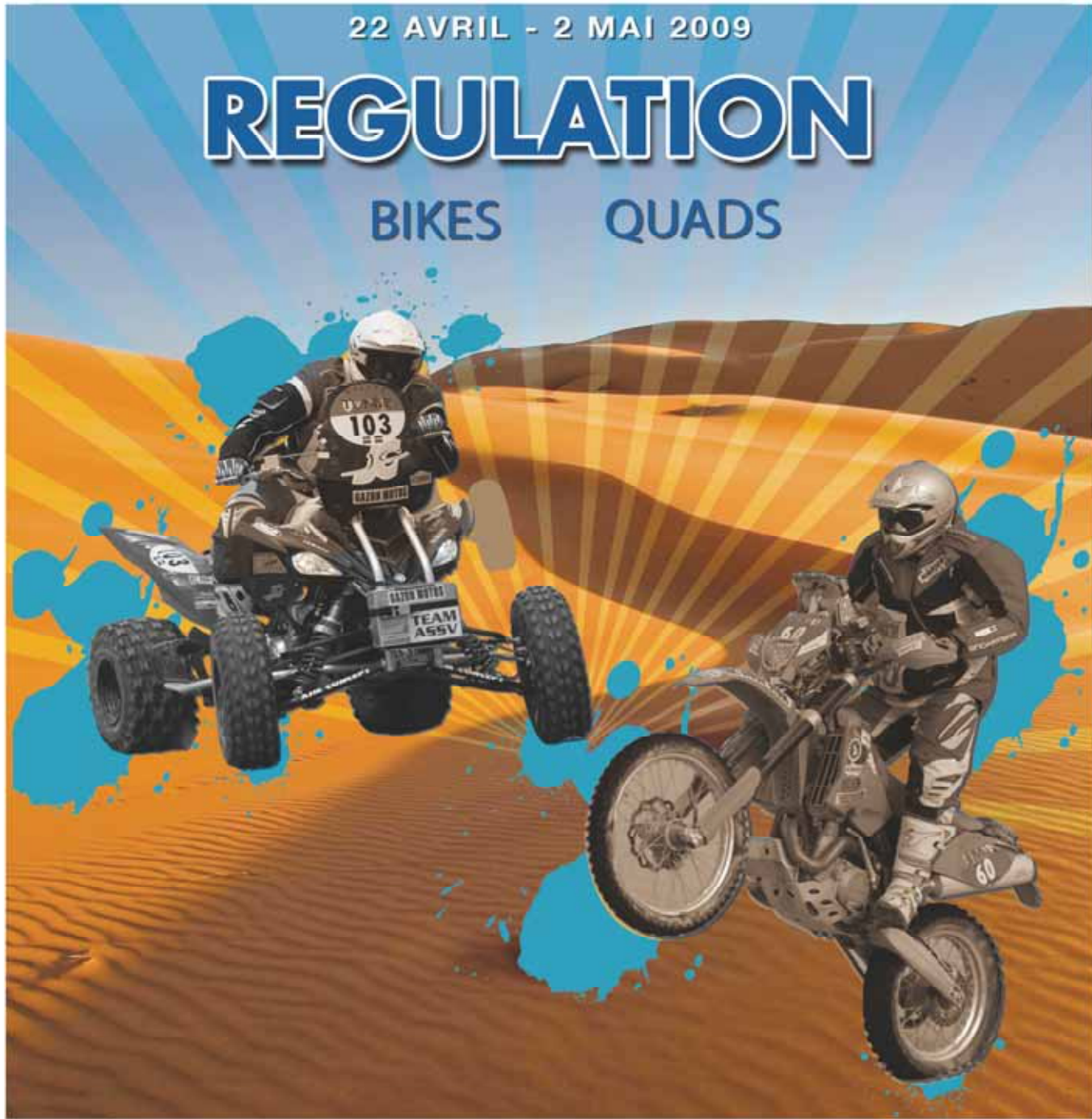


TUNIS - OUBARI - TOZEUR

22 AVRIL - 2 MAI 2009

# REGULATION

BIKES QUADS



# Regulations

## Motos/ Quads

### 2009 FIM CROSS-COUNTRY RALLIES WORLD CHAMPIONSHIP

Technical rules are available on FIM website : <http://www.fim.live.com>

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## **Art.1 DEFINITION**

### **1.1 Organization**

The Fédération Tunisienne de Motocyclisme (FTM) is organizing the round of the 2009 FIM Cross-Country Rallies World Championship with NPO, the 28th Tunisia Cross Country Rally, which takes place from April 22nd to May 2nd 2009, under the aegis of the FIM.

Visa FTM : Waiting

Visa FIM: IMN 403/01

### **1.2 Event programme - Timing**

**Opening date for entries (Reduced fees):** 15th October 2008

**Opening date for entries (Full fees) :** 1st January 2009

**Pre-event press conference :** Paris, 8th April

**Opening of Media Centre and media accreditation :**

Aboard the “Carthage”.

Date: Monday 20th April 2009

**Administrative checks, Collection of material and documents**

Aboard the “Carthage”.

Date: Monday 20th April – Tuesday 21st April 2009

**Scrutineering – sealing and marking**

Location : Hotel dar naouar, Gammarth Beach, la MARSIA, TUNISIA

Date: Tuesday 21st April 2009 - 16h to 22h

Wednesday 22nd April 2009 - 7h to 12h

**First Stewards’ meeting :**

Location : Hotel dar naouar, Gammarth Beach, la MARSIA, TUNISIA

Date : Wednesday 22nd April 2009, 13h30

**Competitors’ Briefings :**

Location : Hotel dar naouar

Date : Wednesday 22nd April 2009:

- 15h30 1<sup>st</sup> Super-Special Briefing
- 21h00 General and compulsory Briefing for competitors and assistances

**Publication of start list for SUPER SPECIAL - Leg 1**

Location : Hotel dar naouar

Date : Wednesday 22nd April 2009, 16h00

**Distribution Issue of Road Books for Leg 2 :**

Location : Hotel dar naouar

Date : Wednesday 22nd April 2009, 16h00

**Start Super Special Stage – Leg 1 :**

Location : Gammarth Beach, la MARSIA, TUNISIA

Date : Wednesday 22nd April 2009, 18h00



## Legs' Timing and Competitors' Briefings :

Date	Schedule	Timing	Location
Wednesday 22nd April	<b>LEG 1 – super special</b>		
	1st Super-Special Briefing	15h30	La Marsa
	General and compulsory Briefing for competitors and assistances	21h00	
	Publication of start list	16h00	La Marsa
	Distribution Issue of Road Book Leg 2	16h00	TUNIS
	Opening of “PARC” for Super Spécial – Leg 1	17h00	TUNIS
	<b>Start Super Special Stage – leg 1 :</b>	17h30	TUNIS
Provisional Classifications per Leg 1	22h00	TUNIS	
Listing for Starting order Leg 2			
Thursday 23rd April	<b>Leg 2 :</b>		
	Parc Fermé : Opening / Closing		TUNIS
	Transfer 1 – start of selective section 2		TUNIS
	Start of selective section 2		
	Estimated Finish (Bivouac)		
	Distribution Issue of Road Book Leg 3		
	Competitors Briefing Leg 3		
	Prov Class Leg 2		
List Start Leg 3			
Friday 24th April	<b>Leg 3 :</b>		
	Transfer 2 – start of selective section 3		
	Start of selective section 3		
	Distribution Issue of Road Book Leg 4		
	Competitors Briefing Leg 4		
	Prov Class Leg 3		
List Start Leg 4			
Saturday 25th April	<b>Leg 4 :</b>		
	Transfer 3 – start of selective section 4		
	Start of selective section 4		
	Distribution Issue of Road Book Leg 5		
	Competitors Briefing Leg 5		
	Prov Class Leg 4		
List Start Leg 5			
Sunday 26th April	<b>Leg 5 :</b>		
	Transfer 4 – start of selective section 5		
	Start of selective section 5		
	Distribution Issue of Road Book Leg 6		
	Competitors Briefing Leg 6		
	Prov Class Leg 5		
List Start Leg 6			
Monday 27th April	<b>Leg 6 :</b>		
	Transfer 5 – start of selective section 6		
	Start of selective section 6		
	Distribution Issue of Road Book Leg 7		
	Competitors Briefing Leg 7		
	Prov Class Leg 6		
List Start Leg 7			

Tuesday 28th April	<b>Leg 7 :</b>		
	Transfer 6 – start of selective section 7		
	Start of selective section 7		
	Distribution Issue of Road Book Leg 8		
	Competitors Briefing Leg 8		
	Prov Class Leg 7 List Start Leg 8		
Wednesday 29th April	<b>Leg 8 :</b>		
	Transfer 7 – start of selective section 8		
	Start of selective section 8		
	Distribution Issue of Road Book Leg 9		
	Competitors Briefing Leg 9		
	Prov Class Leg 8 List Start Leg 9		
Thursday 30th April	<b>Leg 9 :</b>		
	Transfer 8 – start of selective section 9		
	Start of selective section 9		
	Distribution Issue of Road Book Leg 10		
	Competitors Briefing Leg 10		
	Prov Class Leg 9 List Start Leg 10		
Friday 1 <sup>st</sup> May	<b>Leg 10 :</b>		
	Transfer 9 – start of selective section 10		
	Start of selective section 10		
	Distribution Issue of Road Book Leg 11		
	Competitors Briefing Leg 11		
	Prov Class Leg 10 List Start Leg 11		
Saturday 2 <sup>nd</sup> May	<b>Leg 11 :</b>		
	Transfer 10 – start of selective section 11		
	Start of selective section 11		
	Official Finish		Tozeur
	Final Scrutineering		Tozeur
	Provisional Classification		Tozeur
	Final Classification		Tozeur
Prize Giving	20h30	Tozeur	

**Official Finish :**

Place : Tozeur

Date: Saturday 2 May 2009

**Final Scrutineering:**

Place : Tozeur

Date: Saturday 2 May 2009

**Publication Provisional Classification:**

Place : Tozeur

Date: Saturday 2 May 2009

**Publication Official Classification:**

Place : Tozeur

Date: Saturday 2 May 2009

### **Prize Giving :**

Place : Tozeur

Date: Saturday 2 May 2009, 20h30

### **Official posting board :**

Thursday 21st & Wednesday 22nd April : Aboard The Carthage & Hotel Dar Naouar

Thursday 23rd April au Friday 1<sup>st</sup> May : Bivouac, PC Course

Saturday 2nd Mai : Hôtel PC Course, Tozeur

Areas and times will be issued by a bulletin.

The course will be approximately 4,300 km.

The timetable is given in the "Timing" section. The start times of each leg will be determined taking into account the number of motorcycles still in the event.

### **1.3 Organiser's Committee**

Chekib BRAHMI, FTM's President

Stéphane CLAIR, Director of the competition

### **1.4 Officials List**

#### PRESIDENT OF THE JURY

JOSE RITA

#### RACE DIRECTOR

ELYES BEN GHACHEM

8099

TUNISIE

#### SPORTING STEWARDS

MAHMOUD ESSOUSSI

8100

TUNISIE

#### TECHNICAL STEWARDS

SERGE TISON

8733

FRANCE

GIANFRANCO FERRETI

#### CREW'S RELATIONS OFFICER

SERGE TISON

8733

FRANCE

#### SECRETARY OF THE MEETING

BENJAMIN BERTOIS

#### SAFETY OFFICER

STÉPHANE CLAIR

#### CHIEF MEDICAL OFFICER

OLIVIER AUBRY

The List of officials will be published later in a bulletin.

Any member of the organisation with a international license issued by its ASN will be considered to be a judge of fact (except for the members of the panel of stewards).

### **1.5 Secretariat**

Contactable from Monday to Friday 9h30/13h00 - 14h00/18h30

**N.P.O. - Relation Concurrents : Emilie BESNARD**

10/12 Rue Marius Jacotot - 92800 PUTEAUX (France)

Tel. : +33 (0)1.41.45.03.05 / Fax : +33 (0)1 41.45.03.01

E-mail : [concurrents@npo.fr](mailto:concurrents@npo.fr)

### **1.6 Posting**

All information for competitors, classifications and road opening notes are to be consulted every day at the following locations :

- Monday 20.04.09 all day and Thursday 21.04.09 morning: administrative checks : aboard the "Carthage".

- Tuesday 21.04.09: during technical checks.  
Posting of the list of teams authorised to take the start.
- Thursday 23.04.09 evening up to Saturday 02.05.09 at the Rally's race Control.

## **1.7 Briefing**

- 1<sup>st</sup> Super-Special Briefing: Hôtel Dar Naouar, 22/04/09, Gammarth Beach, La Marsa TUNISIE.
- 22/04/09, 9 pm: General and compulsory Briefing for competitors and assistances
- In Africa there will be a briefing every evening, at the bivouac, at the site of the dinner, at 21.00 hours, local time.

## **Art.2 REGULATIONS**

The Rally of Tunisia 2009 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 appendix which are an integral part and indissociable part of the regulations to which all competitors undertake to comply with by the sole act of participating in the rally.

In case of litigation, the French text is the only reference. In case of litigation between the text and the summary of penalties, the text is the only reference.

In case of litigation the Clerk of the Race and the Jury of Sporting Stewards may take into consideration television images, photographs and GPS Tracking.

## **Art.3 TERMINOLOGY**

### **Additive**

Official bulletin forming an integral part of the Supplementary Regulations of the event and intended to modify them, give more details or supplement them. The additives are numbered, dated and signed:

- by the organiser, up to the day of the controls and notified by the FMNR
- by the FIM International Jury throughout the running of the event

Riders must acknowledge receipt by signing, except in case of a material impossibility during the running of the event

### **Allotted time**

Each linking sector must be run in the allotted time which must be respected by all riders. Any passing of this allotted time will result in a penalty by the minute

### **Bivouac**

The bivouac is an area accessible to all those accredited by the organisers and is determined by an imaginary circle of a radius of approximately 500m, whose centre is the catering area (or by default any truck designated as such by the organisers).

It is forbidden to drive at dangerous speed in the bivouac area, on pain of penalties up to and including exclusion from the event, to be decided upon by the Jury of Sporting Stewards.

Any team member (including crews) is allowed to drive the team's competition vehicle outside the bivouac for technical testing only and away from the route of any Selective Section. When doing so, the "GPS"\* must be connected.

### **Bivouac without assistance**

In such a bivouac the only type of assistance authorised is by remaining competitors. No outside assistance is authorized (e.g.: by mechanics, team managers and anyone else) under penalty of exclusion of all the vehicles serviced and/or entered by the same competitor. The bivouac without assistance will be located into the vicinity of petrol stations.

### **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;
- end of the administrative checking and post-event scrutineering carried out in accordance with the Code;
- end of the prize-giving.

### **Disqualification**

Penalty decided by the International Jury following a serious infringement of the FIM regulations

### **GPS Point**

A GPS point is a geographical point defined by coordinates of longitude and latitude. There are several types of GPS points. Each GPS point is a compulsory passage point.

### **Visible waypoint**

A point the coordinates of which are given to the competitors by the road book and memorized into the “GPS”\*. Towards a visible way point, all available information is displayed on the screen of the “GPS”\*.

### **WPM (hidden waypoint)**

A compulsory passage point memorised in the GPS and positioned 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 3-km radius of it.

### **WPE (Eclipse waypoint)**

A point towards which the GPS directs the competitor once the WPM preceding this WPE has been validated, whatever the distance between the WPM and the WPE. It works in the same way between several successive WPEs.

### **PC (Passage control)**

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

### **DZ**

The start of the speed control zone and, when possible, marked by a precise reference marker and a GPS point (WPM or WPE). In case of discrepancy between the two, the GPS point will be binding.

### **FZ**

The end of a speed control zone, marked by a GPS point (WPE).

### **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.

### **Pulse signal (speed control zone)**

Following the permanent functioning of the “GPS”\*, a pulse signal is recorded in the GPS at least every 100 m and the speeding is displayed on the speed page of the GPS. At the finish of the Selective Section and/or on arrival at the bivouac, the control technician notes all instances of speeding and points them out to the competitor.

**Sporting penalty**

A sporting penalty means a penalty imposed for:

- Speeding, missing a PC, WPM, or Waypoint, or unsporting conduct, or other violation committed on a Selective Section

**Liaison**

A non competitive section of route, in the allotted time, between two successive time checks

**Marathon stage**

A stage with limited assistance at the bivouac at the end of the day

**Maximum time allowed**

Additional time to the allotted time made in each linking sector, which, if exceeded, also in the Special, will result in the application of a fixed penalty.

At this moment, the control is considered closed for the rider in question

**Neutralisation**

Time during which the riders are stopped by the Clerk of the Course (Parc Fermé conditions)

**NPC**

Navigation passage control

**Official itinerary**

This is represented by the passage through each waypoint featured in the road book (WPV, WPM, WPE, DZ, FZ, CP) to be followed compulsorily on pain of penalties which may go as far as disqualification

**Parc Fermé**

Zone in which no preparation or interventions are possible, with the exception of cases expressly mentioned in the Supplementary Regulations of the event

**Time card**

Card intended for affixing the markings of the various checks carried out over the itinerary

**Real time**

The time actually elapsed during the course of a Special

**Regrouping**

Stop provided by the Clerk of the Course in order to allow the regrouping of riders still in the event and reduce the intervals (Parc Fermé conditions). The stopping time may be different depending on the riders.

**Road Book**

Each rider 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.

**Route**

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

**Scratch classification** Classification of all classes and categories together

**Stage** Each part of the Rally or Baja separated by a camp site

## **Special**

True speed test in real time. Special may be run over a course exclusively reserved for the riders of the Event.

Starts of Specials are preceded by or twinned with a Time Check for the starts, and followed by a Time Check after the finish.

## **Super Special**

The organisation of a Super Special is optional. If one is scheduled for inclusion in the event, the riders must take part in it. Only one Super Special may be organised, which will determine the starting order for the next stage. It shall count for the classification of the event as well as any road penalties relating thereto. These penalties will be taken into account for the general classification of that stage and applied the same day.

## **Art.4 ELIGIBLE MACHINES**

### **4.1 General Conditions of Acceptance**

All machines must be registered and hold a log book (certificate of registration). All temporary registrations are forbidden (customs laws).

All technical modifications are forbidden unless expressly authorised by the specific regulations for the category or group in which the motorcycle is entered and must respect the general regulations given below or imposed by the chapter "safety equipment". The various parts of the motorcycle must keep their original function.

It is for each competitor to prove to the scrutineers that his motorcycle conforms at all times with all race regulations as well as those of the Vienne Convention, relating to vehicles travelling on public roads (F.I.M. technical code, Art.a.56).

### **4.2 Exhaust & Silencer System**

Even when the specific regulations of a category allow the replacement of the original silencer or complete exhaust system, motorcycles participating in a race run on public roads must always carry a silencer that complies with the regulations of the countries crossed during the race.

The positioning and geometric form of the system must comply with FIM regulations. In addition, effective protection must be fitted so that hot pipes do not cause burns.

The exhaust system must be of a permanent nature. The exhaust gases may only exit at the extremity of the system. Parts of the frame may not be used to carry exhaust gases.

#### **4.2.1 Noise Limit**

The maximum sound level, 96 db/A, will be measured at 13m/sec. The inspections will be carried out during scrutineering.

### **4.3 Lighting Equipment & Accessories**

The headlight(s) and rear red light(s) must be kept on throughout the race. All competitors should carry spare bulbs etc. In addition, a fog light (21 watts minimum or equivalent) which be flashing is compulsory.

**The name of the rider and his blood group should be marked on the left and right sides towards the front on the motorcycles bodywork and on the left and right sides of his helmet.**

An horn of 90db/A minimum.

### **4.4 Drinking Water Tank**

Each motorcycle must be fitted with a fixed, rigid water tank holding a minimum of 3 litres.

This water must be easily accessed, without the need for tools, whatever the position of the machine (article 081.23 of the FIM regulations).

## 4.5 Autonomie

Machines must carry a minimum of fuel so as to be capable of covering **250 km of special stage**. Each competitor is responsible for calculating his own fuel range and in no case may make any claim against the organisers if his machine fails to cover the minimum distance of 250 km, whatever the nature of the terrain. **For safety reasons an extra fuel capacity of 10% is compulsory.**

## 4.6 Fuel – Fuel Mixture

4.6.1 The use of aviation fuel (AVGAS) is authorised for petrol-engine vehicles.

The use of bio fuels will be accepted upon declaration, after acceptance of the file by the Organising Committee, but is not given by the Organising Committee. The requests have to be carried out before 6th April 2009.

4.6.2 The obtaining of fuel is authorised uniquely, on pain of exclusion from the race:

- At commercial service stations in the Leg towns or on the road sections and **must be imperatively paid in local money**,
- Via distributors authorised by the organisers (list available upon request) at the bivouac,
- At N.P.O. distribution points.

4.6.3 When there is no petrol station close to the bivouac, N.P.O. will make fuel available at the bivouac. Fuel will have to be paid directly to the supplier.

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

4.6.5 The failure to respect the clauses listed above will result in penalties up to and including exclusion from the race. The use of special fuels, other than those described above, is strictly forbidden, on the pain of exclusion from the race. Checks will be made.

4.6.6 Refuelling between competitors is authorised.

## 4.7 Categories Allowed

Motorcycles shall be classified as follows:

Category \ Class	1 Production	2 Superproduction	3 Quads
450cc	Up to 450cc single or <b>twin cylinder</b>	Up to 450cc single or <b>twin cylinder</b>	From 250cc to 900cc mono or twin-cylinder (according to Art.61,01 of the Quads Technical Rules)
Over 450cc	Over 450cc to 700cc single or twin cylinder	Over 450cc to 1300cc single or twin cylinder	

Classes and categories descriptions are available on FIM website (Technical Rules ENDURO)

**For all information you may contact our Technical Commissaire,  
M. Serge TISON, ☎ : 00.33.5 57 24 34 86.**

## Art.5 RIDERS

### 5.1 Conditions of Entry for Riders

- Is eligible to enter, any rider older than 18 years old, holding a Cross-Country Rallies World Championship Rally licence valid for 2009, issued by his national federation and a driving licence corresponding to the cubic capacity of his machine (Documents attesting to the loss or theft of a driving licence will be refused as they do not specify what cubic capacity of motorcycle the holder is entitled to ride).
- The riders must hold an International Rally licence available for 2009 (cf.70.2.1 Sporting Code and Art.09.1 Medical Code).
- **Riders enter the RALLYE DE TUNISIE 2009, in full knowledge of risks involved in taking part in the race. They relieve, in advance, the organisers and the FIM of all responsibility, be it penal or civil, in the case of material or bodily accident, during the RALLYE DE TUNISIE 2009.**

## Art.6 IN CHARGE OF RELATIONS WITH RIDERS

SERGE TISON 8733 FRANCE



## Art.7 ENTRIES

### 7.1 Admissible

- The Organising Committee reserves the right to refuse the entry of a competitor (Art 081.6 of the FIM appendix).
- Requests for entries will be selected on their date of arrival at the race's administration center. All requests for pre-entry presented to the race's administrative center not accompanied by the payment demanded will not be taken into consideration.
- All non-Tunisian competitors must have written authorization from their respective federation. For French Competitors : NPO will make a global demand to the FFM.
- In signing an entry form, riders subject themselves to the International Sporting Code and the present regulations. No amendments may be made to the entry form, except in cases provided for in the present regulations.

### 7.2 Entry Fees

The entry fee with organizer's publicity for a pilot is fixed at :

MOTO/QUAD + rider	CONDITIONS To be fulfilled
6 200 €*	❶
8 500 €	❷

In all cases : send pre-entry fee of 1 000 € (not refundable).

A 300 € rebate/person will be awarded to all competitors who participated in the Rally of Tunisia for the first time. To benefit from this rebate all entries will imperatively include the final names.

**Conditions to be fulfilled according to schedule chosen:**

**❶ Preferential tariff for amateurs only**

- prior to 30.01.09: payment of the 1 000€ for pre-entry.
- prior to 15.02.09: payment of 50% of the entry fee.
- prior to 31.03.09: payment of the full amount of the entry fee.

(In case these dates have not be complied with for the respective payments the standard fee will be applied)

**❷ Standard tariff**

- prior to 15.02.09: payment of 20% of the entry fee.
- prior to 31.03.09: payment of the full amount of the entry fee.
- after 25.03.08: the tariff is going to be increased by 25%.

To benefit from the tariff chosen, all registration forms must include the FINAL crew members names.

The dates of full payment must be respected (bank transfer credited on our bank account or cheque received at NPO's office : 10-12 rue Marius Jacotot – 92800 Puteaux cedex FRANCE).

**\* Definition of an amateur rider:**

Any motorcycle rider who has not finished in the top 5 in a road race, motocross, Cross Country Rallies or enduro championship in the last 10 years. The pilot pays personally his entry fees.

NB: Any competitor who does not come under the above definition and whose notoriety is directly linked to his/her results in mechanical sports cannot enter in this category. N.P.O. reserves the right to refuse any case which it considers contentious.

**Closure of entries : April 6th 2009.**

**The tariffs include:**

- The sporting fees for the driver(s),
- Insurance for repatriation to Europe for medical reasons,
- Accommodation (nights aboard the ship, bivouac, hotel accommodation (checks and arrival)),
- Transport way-return (France/TUNISIA/France) driver and vehicle by boat (*excluding extra-cost for transport and accomodations eventually*)
- Food (breakfast , rations , dinners),
- The evening of the prize giving ceremony,
- ID bracelets,
- vehicle stickers for access to the bivouac and the service areas,
- road-books and the rally guide,
- For the bikes, in case of retirement, the transportation of the vehicle and the pilot until Tunis (same timing of the Rally),
- For the first 30 bikes or quads registered, the transportation of a trunk of 80L and 2 wheels,

**RATE excluded:**

- Sport compulsory licence for competitors
- Fuel,
- For motos and quads fuel rate (all refuelling services in SS) is fixed: 250€ and will be paid in cash to the checks.
- Personal spending (lunch in the bivouac, local products purchase),
- Safety and navigation systems rent (Sentinel, Iritrack, GPS),

- Satellite phone rent and communications,
- Plane return (optional, rates will be communicated by NPO after),
- The €1 000 guarantee deposit, uncashed (credit card print during checks),
- Beyond the first 30 registered in bikes or quads: the transport of a 80L trunk and 2 wheels according to availability costs €450.

▪ **Les VISAS :**

You have to translate your passport in Arab language before the start (6 months minimum validity), which is essential to cross the libyan border. The translation should be done by a certified translator. Our provider LISCO offers its services at a preferential rate (30Euros/passeport) [www.lisco.fr](http://www.lisco.fr).

Libya : NPO has negotiated a low cost service including visas, transit notebooks, temporary licence plates and compulsory insurance to travel through Libya. The following rates will be due (cash) at the scrutineering :

Visa : 70€/PERSON

Moto/Quads : 85 euros

### 7.3 Assistance Entry Fee

Assistance vehicles will inter alia :

- Intervene in the assistance areas foreseen for that purpose,
- Embark on the Ships reserved for the Rally (to the extent room is available),
- Benefit from lighter customs formalities,
- Drive in military zones normally banned, but exceptionally open to the Rally vehicles throughout the duration of the Rally.

Price per person	Price per vehicle *	Conditions to be fulfilled
3 000 €**	3 500 €**	❶
3 500 €	4 000 €	❷

\*Car: - price for a vehicle whose height is lower than 1,90m.

\*Auto, fourgon et camion : - price not including a possible supplement for transport by ship (there and back)

- If height is between 1.90m and 2.50 m : the supplement is 350 €.

- If height > 2m50 : transport supplement of 500€ per linear metre.

The trailer will necessarily be towed behind a vehicle not exceeding a height of 2,5m for the transport on board the ship.

\*\* Tariffs and conditions reserved exclusively to amateur teams : any person providing assistance and connected to a competitor who is covered by the definition of the term « amateur ».

#### **Conditions to fulfil according to the schedule chosen :**

##### **❶ Preferential tariff for amateur teams**

- prior to January 31st: settle 1000€ for pre-entry

- prior to February 15th: settle 50% of the entry fee

- prior to March 31st: settle the full amount of the entry fee

(In case these payment dates have not been complied the standard tariff will be applied)

##### **❷ Standard tariff**

- prior to January 31st: 2009 payment of 20% of the entry fee

- prior to February 15th: payment of total amount of the entry fee

- after March 31st: this tariff will be increased by 25 %

In order to benefit from the advantages of the tariff chosen entries will imperatively have to include the final names.

It is imperative to comply with the payment dates, according to the schedule chosen : transfer to our bank account, payment by credit card or check on behalf of NPO and received at NPO : 10-12 rue Marius Jacotot – 92800 Puteaux Cedex France.

**Bracelet :** the bracelet provided by the organisation will enable the assistance personnel to:

- intervene in the race vehicles in the areas foreseen for that purpose,
- benefit from the terms obtained by the organization for transport (to the extent enough room is available),
- to benefit from the flat payment for accommodation and food,
- to benefit from individual medical repatriation.

**Transport and Accommodation:** For all participants and vehicles (competitors, assistances, press) transport from Marseilles to Tunis and return to Marseilles, as well as the accommodation in Tunisia are an integral part of the programme of the event. It is therefore necessarily and exclusively managed by NPO.

Entries for assistance purposes will be confirmed in terms of their arrival at the secretariat and the full payment of all the amounts due. The space available in the garages on board the Rally ships is limited.

Once the garages onboard the boats are full, vehicles will be embarked on additional boats at dates, hours and destinations which will be confirmed at a later date.

## **7.4 Payment**

For the French competitors payments will be made by bank or postal checks to the order of NPO or by credit card .

For **Non French competitors payments** in Euros will be compulsory, by Swift Transfer, Euro checks or credit cards.

Full payment both for the racing competitors and the assistance crews shall imperatively reach NPO by **April 6th** at 24 hours at the latest, exclusively by bank check, transfer or credit card so as to be able to participate in the Tunisia Cross Country Rally.

The full address is as follows : N.P.O. – 10/12 Rue Marius Jacotot – 92817 PUTEAUX CEDEX – France

### **Invoicing:**

After entry and upon request a single invoice will be established on behalf of and at the address of the payer , setting out all the services paid to NPO.

In no case will NPO invoice several persons or bodies for the same dossier.

### **Bank Coordinates:**

BANK DETAILS : CREDIT AGRICOLE Alpes Provence  
25, Chemin des Trois Cyprès – 13097 AIX EN PROVENCE Cedex 2

IBAN : FR76 1130 6000 3080 4411 4505 050

Swift code : AGRIFRPP813

To be taken into consideration, your request for entry must be signed and worded read and approved and accompanied by the minimum pre-entry fee of €1 000€ by cheque or with the hard copy of the SWIFT Bank transfer. Competitors not having paid the full entry fee and provided a deposit check will not be authorised to take the start.

## **7.5 Refusal of Entry - Forfeit**

The expenses for establishment of a dossier are personal and not refundable.

In order to avoid disputes cancellation of applications for entry and requests for refunds will have to be submitted in writing by registered letter with acknowledgment of receipt.

In case of cancellation of an application for entry by a competitor the following sums will be withheld:

- up to 15.02.09: non refundable dossier expenses (1000€ per person)
- from 16.02.09 to 31.03.09: 50% of the total entry fee, on the basis of the standard tariff
- after 01.04.08: 100% of the total entry fee on the basis of the standard tariff.

The full amount of the entry fee will be refunded by June 1<sup>st</sup> 2009 to competitors whose entry will have been refused by the Organising Committee.

After technical scrutineering and administrative checks, any competitor whose entry was refused because his car was not in conformity or his administrative papers were not in order, will not be entitled to claim any reimbursement of his entry fee.

## **7.6 Cancellation or postponement of the event**

In case the start of the event could not be given, for whatever reason (and the following is not an exhaustive list), e.g. non obtainment of agreement by the federation and/or withdrawal of the agreements given by the federations, or of their passage agreements, political turmoil making it impossible to hold the rally, financial shortcomings making it impossible to organise the sporting or technical aspects of the rally, problems over the embarkation or disembarkation of the equipment of the competitors etc, NPO would only be liable to pay the participants the amounts of the entry fees paid to NPO.

In case the start were to be postponed NPO would immediately warn each competitor by registered letter of the new calendar of the rally.

Therefore if competitors could not participate in the race because of this postponement, they would be offered 8 full days maximum from the date to receiving the registered letter with acknowledgment of receipt, in order to claim, by registered letter, the reimbursement of the entry fees paid to NPO.

In no case could the participants claim any compensation.

## **Art.8 IDENTIFICATION & MARKING**

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.

The frame is considered as all welded parts around the motor, supporting the steering column and supporting 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.

Only the markings placed by the Technical Stewards at scrutineering will be considered.

All motorcycles equipped during the race with a non-marked frame and not carrying a race number will be excluded from the race.

Any change of engine will have to be told to the Direction of the Race at least 1 hour before the start of the following stage (up to 15 minutes penalty).

The competitor is responsible to the marks and seals during the race.

In the Marathon class:

The complete engine (standard) fitted in the frame will be marked. Other marks will be made on the:

- Forks (tubes and slides)
- Swinging arm

The absence or falsification of identity markings (stamps, paint or wire seals) will result in penalties up to and including the exclusion of the rider from the race

Sanctions may be demanded to be imposed by the rider's national federation or the FIM.

### **Bracelet**

Each participant (competitor, assistant) will be given a bracelet. The organizer will check this **means of identification** of the participant systematically at each meal, site of accommodation and at the entrance to the prize giving ceremony.

You are requested to show the bracelet whenever requested by the organizer.

In case the bracelet is deteriorated the participant will ask the person in charge of Competitor relationships to replace it in exchange for the old one.

## **Art.9 STARTING ORDER**

### **1) Starting order 1<sup>st</sup> stage – Super-Special**

The start will be given by descending order of race numbers, 2 motorcycles every minute.

Reconnaissance by walk will be authorized for the Super-Special, 22<sup>nd</sup> April 2009, 10h00 to 14h00.

**2) From the 2<sup>nd</sup> stage until the 10<sup>th</sup> stage, the scratch starting order will be the order of the special rank, or the accumulation of the special tests from the previous day.**

**3)** At the start of each stage, the first 10 riders will obligatorily start every 2 minutes. After the first 10 riders, the other participants will take the start at 30 seconds intervals in pairs.

**4)** For the sections with several special tests or with regrouping, the starting order will be that of the arrival at the time check.

The ten first riders who start in the section with 2 minutes interval will continue to benefit from this gap.

**5)** An interval of 30 minutes will be given between the start of the last motorcycle and that of the first car.

For the Super-Special, the delay will be reduced to 10 minutes between the end of motorbike and the start of the first car.

**6)** Riders must start at the time given on their time card. Lateness will be penalised at a rate of 1 minute for every minute late.

**7)** Any lateness in arriving at the departure of the Super-Special or of a stage will be penalized at the rate of one minute for each minute of lateness.

Over 30' late, in relation to the ideal start time, the start will be refused and the rider will be excluded from the race

**After the start of the 1<sup>st</sup> car, the pilot won't be allowed to start.**

**8)** The rider must cross the start line with the engine running and with engine of his machine as the sole means of locomotion and with headlamps and rear lights working. If this not the case the rider will not have his time card returned and will have 30 minutes to start his machine or repair his lights then cross the line.

**9) Starting Order for the last stage:** descending order of the overall classificates from the previous day.

## **Art.10 ROAD BOOK**

### **10.1 Generalities**

Various compulsory passage points (DSS, PC, WPM, WPE, DZ, FZ, ASS) noted during reconnaissance must feature in the road book and be validated on the passage of the opening car.

- 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 car.
- Any form of reconnaissance or of opening of the route by any person outside the Event organisation is forbidden.

The physical presence of a competitor, crew member, member of a team, or any person having any connection whatsoever with a competitor is prohibited on the territory of an Event in the 2 months preceding the Event.

Any competitor wishing to go to the zone concerned during the permitted period must first obtain

authorisation from the Organisers, specifying the zone where he will be, and give the GPS coordinates.

## 10.2 Road Book

The road book for the second leg (in Tunisia) and the modifications to the FIA opening car will be handed at 16h00, 22<sup>nd</sup> of April.

From April 23<sup>rd</sup> onwards the road book of the next day's leg as well as any modifications to the FIA opening car will be distributed to each competitor as of 17 hours, local time, at race headquarters.

Competitors must, in all cases, adapt their driving to the condition of the terrain which will change frequently. The greatest attention must be paid at all times, whatever the type of route (selective sections, road sections, off-piste,...).

The official itinerary of the Event is defined using two different types of GPS points, one type described as "visible" (displayed on the screen of the "GPS"\*), and the other as "invisible" (hidden in the "GPS"\*) called WPM.

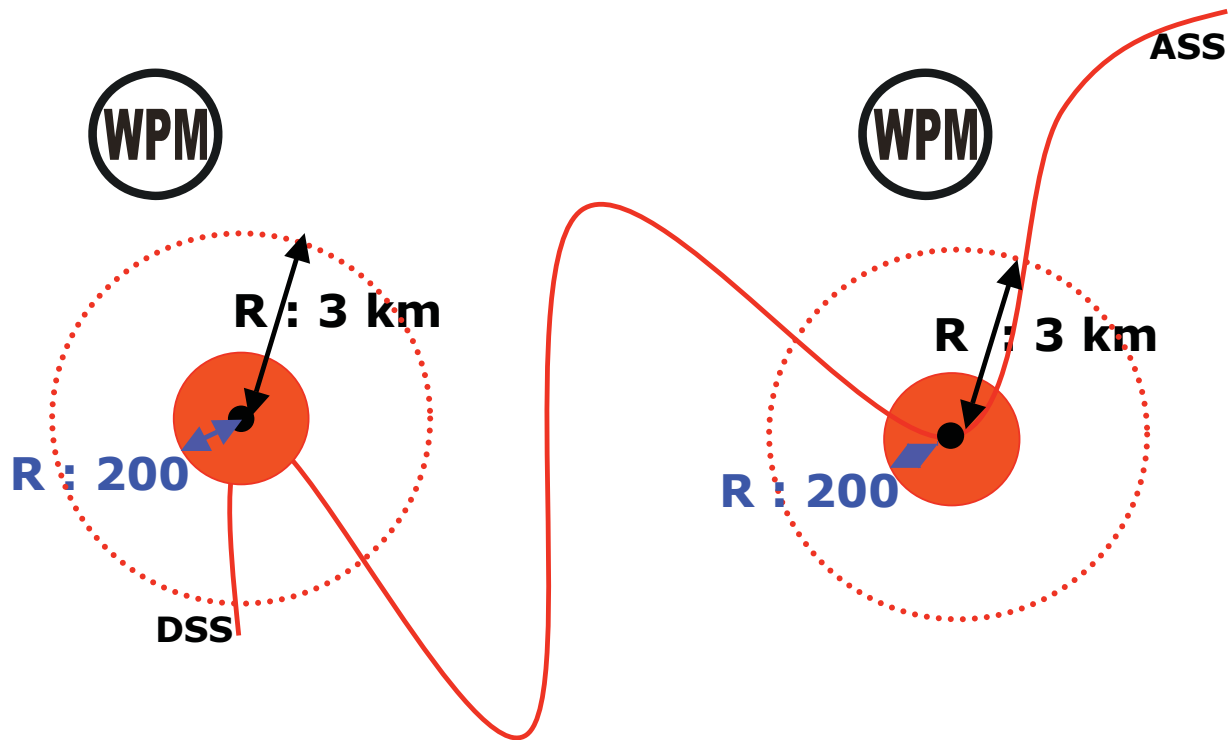
- Each GPS point is considered as a compulsory passage point.
- When the competitor penetrates within a circle with a radius of 3 km around a WPM, the "GPS"\* displays all the usual information: COG (cap over ground), SOG (speed over ground), CTW (cap to waypoint), DTW (distance to waypoint), and the arrow.
- To validate his passage, the competitor must pass less than 200 metres from a DSS, an ASS, a WPM, a WPE or a PC, and less than 90 metres from a DZ or an FZ, whatever the nature of the GPS point used.
- A penalty equal to that of a missing PC (minimum 2 hours) will be imposed for any absence of validation of a WPM, WPE, DZ, or FZ.

## 10.3 Official Itinerary

- The validation of each visible or hidden waypoint indicated in the road book guarantees that the competitor respects these passage points. Each point will be numbered chronologically in the road book and in the "GPS"\*.
- In case of a change of itinerary, the Organisers are obliged to have the list of compulsory passage points that is downloaded in the "GPSs"\* changed, or must allow the competitors to modify that list using an unblocking code.
- Only the coordinates of the GPS points at the start (DSS) and finish (ASS) of the Selective Sections, and at the bivouac, refuelling and service, are communicated.
- In the case of a Leg in the form of a loop (Start and finish in the same place or very close to each other), or of a straight Leg but with a start and finish linked by main tracks and/or surfaced roads, a specific penalty of up to of 100 hours may be applied for those competitors who have not covered the whole of the official itinerary. If the error is repeated, the Stewards may inflict a sanction, which may go as far as the exclusion of the competitor concerned.

## 10.4 Operation of the "GPS"\*

- The "GPS"\* uses the system of visible, hidden (WPM) and Eclipse (WPE) GPS points. To satisfy the navigation regulations, the WPM works according to the following principle:
  - The competitor must respect the chronological order of the GPS points of the Leg concerned. However, the competitor can force the "GPS"\* to align itself on another GPS point using the key "WPT+" or "WPT-".



## 10.5 Unblocking of the “GPS”\*

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

Code “555, Emergency code”: For a competitor wishing to retire, this code totally frees the “GPS”\* and allows new points to be input.

The use of this code is obligatorily sanctioned with exclusion.

“WPM” code: This code activates the usual functions of a “GPS”\* and makes the next GPS point visible only.

To get the releasing code, the competitor must make the request to the PC Race by using the function telephone of his Iritrack.

Any use of this code will result in a penalty of 5 hours, with a maximum of 3 uses per Leg on pain of exclusion.

## 10.6 Speed control zone

### A. Definition of a control zone

#### a) Entry:

The start of the speed control zone registered in the “GPS”\* will be indicated in the road book by a box marked ‘DZ’ and by a GPS point (WPM or WPE). Competitors are prohibited from straying more than 90 metres (radius) from it, on pain of a penalty identical to that applied for missing GPS points.

90 m before this GPS point, competitors will be informed by their “GPS”\* that they are approaching a speed control zone.

The 90 m after the GPS point is considered as a deceleration “buffer” zone, before entering the control zone.

**b) The control zone:**

The control zone will appear permanently on competitors' "GPS"\* screens, meaning that they 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 or 50 kph, at the

Organisers' discretion, between the point of entry and the exit point of the zone, regardless of the route taken between these two points.

**c) Exit:**

The end of the control zone will be indicated in the road book by a box marked 'FZ' and by a GPS point (WPE).

Around this point there will be a tolerance zone of 90m so as to avoid any arguments concerning the measuring of speed. Competitors can reaccelerate from this point.

**B. Control procedure**

**a)** Throughout the duration of the Event, the competitor is held responsible for the checking of the working order of the "GPS(s)"\* downloaded by the Organisers' service provider.

**b)** The "GPS(s)"\* must be working and remain connected permanently, with power supply and aerial(s) plugged in, throughout the duration of each Leg and each time the vehicle leaves the bivouac.

**c)** 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 technical delegate, may result in the exclusion of the guilty competitor.

**d)** A controller, present at the exit from the control zone at the finish of the Selective Section and/or at the finish TC at the bivouac, checks that the competitors have indeed validated the compulsory passage points and that they have not committed a speeding offence.

**e)** Under the responsibility of the technical delegate, a GPS technician is responsible for downloading and checking the data, each day, of at least the first ten competitors in the general classification, to confirm that they have followed the official itinerary.

**f)** Under the responsibility of the technical delegate, the controller notes the infringements and explains them to a member of the crew or the competitor's representative who then countersigns the control form.

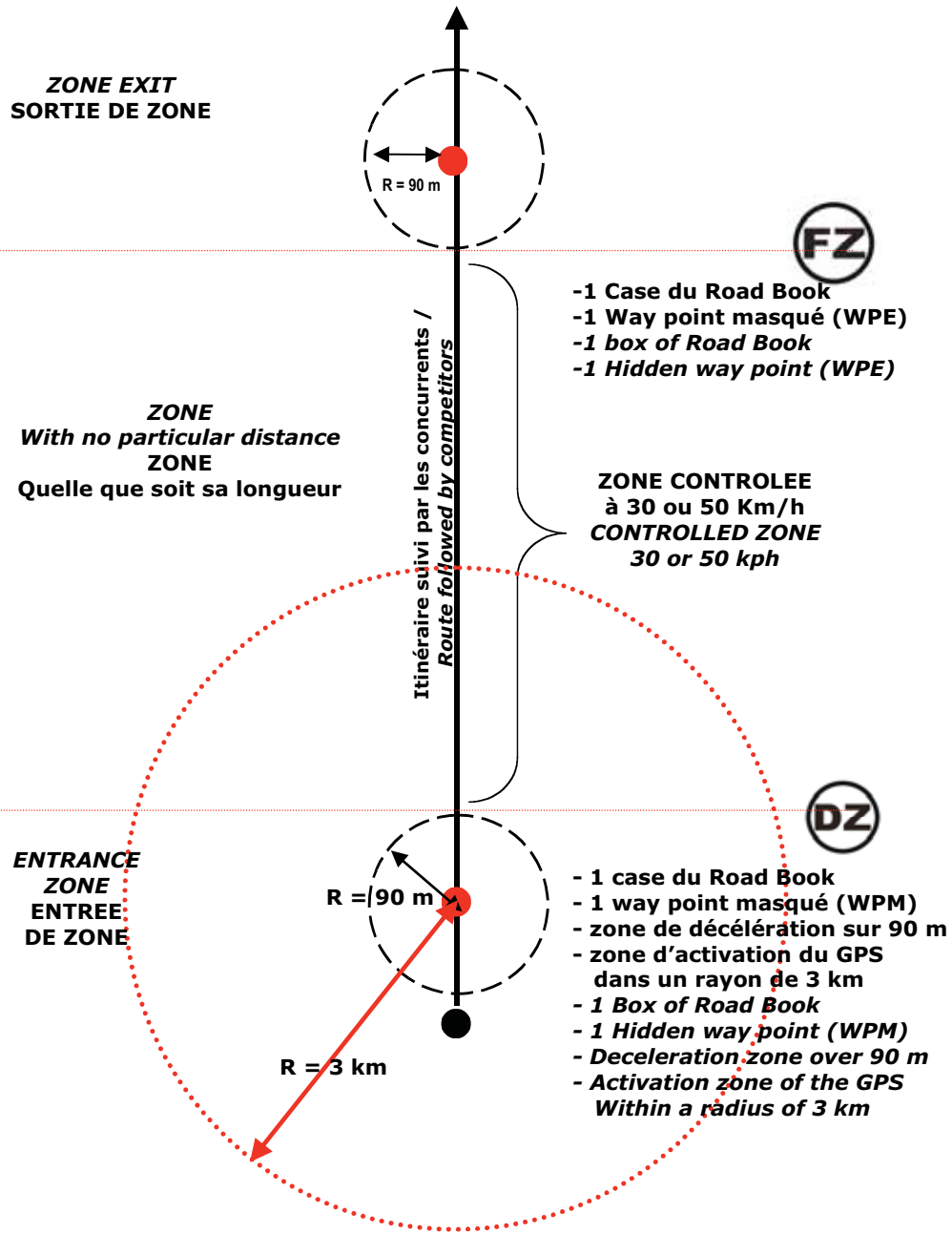
**g)** He then gives a sheet of his control form to a member of the crew or the competitor's representative and gives a duplicate of that sheet to Race Control.

**h)** In case of dispute, the "GPS(s)"\* is/are dismantled and sealed by a scrutineer in the presence of the competitor (or of his representative), to be downloaded by a GPS technician who, via the technical delegate, submits his analysis report to Race Control.

**i)** If equipment is taken by the technical delegate or his representative, the Organiser's service provider must make replacement equipment available to the competitor as soon as possible

**SPEED CONTROL WITH A WPM AND A WPE**

**APPLICATION DU CONTRÔLE DE VITESSE  
AVEC UN WPM ET UN WPE**



## **Art.11 TRAFFIC–SPEED–REFUELLING–RELAY**

a) In the event of an infringement of the traffic laws committed by a crew participating in the Event, the traffic policemen, judges of fact or officials of the Event having noted the infringement must inform the offender thereof as soon as possible. Should they decide against stopping or are unable to stop the driver in the wrong, they may request the application of the penalties provided for, subject to the following:

- 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,
- 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,
- that the facts are not open to various interpretations.

Failure to respect the local population and crossed sites will result in penalties for unsporting behaviour up to and including exclusion from the event, at the discretion of the Stewards of the Jury.

b) It is forbidden, under pain of exclusion:

- a) to transport the vehicles,
- b) deliberately to block the passage of the vehicles, or to prevent them from overtaking.

c) The wearing of safety equipment is compulsory throughout the Event, on pain of immediate exclusion.

### **11.1 Driving – Sporting Spirit**

#### **11.1.1 “Vehicle to Vehicle Alarm” system**

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

“Vehicle to Vehicle Alarm” in all cases refers to the equivalent standard of the “Sentinel” system.

b) This system must be in operation throughout the running of each Leg.  
The operation of the system is the responsibility of the competitor.

Any vehicle 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 Jury Stewards’ discretion.

In case of dispute, the data from the Vehicle to Vehicle Alarm device is downloaded.

#### **11.1.2 Assistance in the event of an accident**

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

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

Any crew that witnesses an accident placing another competitor in physical danger must:

- ⇒ stop,
- ⇒ press the green button on their “tracking, position and inter competitors communication system” (TPCS),
- ⇒ telephone rally HQ using the TPCS (blue button) to report the situation,
- ⇒ wait for the rescue service,
- ⇒ press the green button on their TPCS, to signal that they are leaving the scene.

At the request of the competitor on arrival at the end of the Leg, the stopping time between the 2 TPCS alerts (green button) will be deducted from the time taken to cover the Selective Section, only for the first crew which stops at the scene of the accident

## **11.2 Crossing Villages**

### **11.2.1 Crossing speed control zones**

#### **For Competitors racing**

a) In areas defined as “speed control zones”, the speed of competitors through towns and villages crossed on the route, on both Selective Sections and road sections, is limited to 30 kph or 50 kph, depending on the Leg.

1st infringement: a time penalty equal to 30’;

2nd infringement: a time penalty of 1 hour;

3rd infringement: disqualification.

b) If the local speed limit is lower, it applies. Also, it is the competitors’ responsibility to adapt their speed to local population and traffic conditions.

c) Speed control zones will be indicated in the road book by the initials ‘DZ’ (start of a speed control zone) and ‘FZ’ (end of a speed control zone).

d) The presence or absence of signposts indicating speed limits can on no account serve as an argument in case of dispute.

Overtaking is allowed, on condition that the maximum speed authorised in the zone is not exceeded.

e) A signal indicates speeding in a control zone, and the recording of that speeding offence by the “GPS”\*. If the 30 kph or 50 kph limit, depending on the case, is exceeded, this will be recorded on the screen of the “GPS”\*, which may be checked at the finish of the Selective Section and/or on arrival at the bivouac.

#### **For Assistance Vehicles**

The speed of assistance vehicles through the towns and villages crossed while following the road-book will be limited to 30 kph or 50 kph or less if local signposts indicate.

Overtaking is authorised on condition that the maximum speed limit authorized in this zone is respected.

Penalties for assistance vehicles:

1<sup>st</sup> infraction: 1.000 €

2<sup>nd</sup> infraction: exclusion of vehicle and team from the event.

## **11.3 Pulse signal**

a) In accordance with the permanent operation mode of the “GPS”\*, pulse signals are recorded in the “GPS”\*. The distance between two recorded pulse signals to be taken into account for speed controls is at least 100 m.

Each of these pulse signals showing speeding is displayed on the speed page of the “GPS”\*.

b) At the finish of the Selective Section and/or on arrival at the bivouac, the controller notes all speeding and explains the offence to the competitor or to the crew.

c) If the competitor disagrees with the infringements noted, he must make a written protest which he must then hand to Race Control so that the “GPS”\* can be downloaded.

d) Any speeding recorded by the “GPS”\* is sanctioned with the following penalties:

1st infringement: 30 seconds per kph exceeding the limit,

2nd infringement: 2 minutes per kph exceeding the limit,

3rd infringement: exclusion.

These penalties will be cumulative on the same leg, over the entire rally.

## 11.4 Infringement

- a) An infringement constitutes one or more instances of speeding in one and the same speed control zone, defined by a DZ and an FZ.
- b) The second infringement is when one or more instances of speeding occur within a new speed control zone.
- c) In case of a repeated offence during the Event, the 3rd infringement (in 3 different zones) may result, for all competitors, in penalties that may go as far as exclusion, depending on the excess speed noted.

## 11.5 Refuelling (during a special stage)

Refuelling will be supplied by the organisation a maximum of every 250km of special stage.

The total cost of fuel to be provided is fixed at 250 €.

Its purchase is compulsory and non-refundable. The amount is to be paid at scrutineering - only cash will be accepted.

A neutralisation will be made in the form of a stop with a compulsory allowed time of 15 minutes for all riders, to allow them refuel their machines under the best possible conditions.

**Refuelling must be made with the motor stopped.**

At the end of the allowed time and after the time card has been returned by the controller a start will be given to each rider respecting the time lapse from arriving at the refuelling point. All outside help on machines is forbidden during this neutralisation, under the threat of penalties to be decided by the Sporting Stewards Jury. All riders who fail to respect the 15 minutes stop will incur a time penalty of 30 minutes.

## Art.12 ASSISTANCE

Each competitor is responsible for his assistance and vice versa.

The entry form filled by the competitor and given to the organization will confirm the link between the competitor and his assistance team.

Racing competitors are responsible for the behaviour of the assistance enrolled by them.

Racing competitors risk penalties up to exclusion if their assistance do not respect the rules.

Only vehicles duly entered in the event or as assistance are authorised to transport assistance equipment within the weight limits imposed by the International Convention of Road Traffic.

Assistance vehicles must:

1. Pay an entry fee before the closure of entries on April 6<sup>th</sup> 2009 and fill out an entry form.
2. Carry a numbered assistance plate and the publicity provided by the organisers.
3. Respect and conform to the rules. They will be under the control of the race director.
4. Comply to the same rules as competitors vehicles in relation to the Tunisian Highway Code.
5. Wear harnesses and/or safety belt. This is compulsory throughout the event
6. 1st infringement: 1,000 €/person
7. 2nd infringement: Penalty at the discretion of the Stewards of the Jury and may go up to the exclusion.

Follow the compulsory route as described in the assistance road book.

Assistance zones authorized during a special stage are considered as limited speed zones.

## 12.1 Authorised Assistance

1. During a special stage:

During a selective sector assistance is authorised:

- Only by another car, motorcycle, or truck entered and still in the event.
- By an assistance category vehicle, after the closure of the control of the check point following the stop of the vehicle. The assistance team or team manager must, first of all and

imperatively get in contact with the Race Direction to obtain confirmation of the closing of various controls schedules and inform him of his mission.

**2. During road section or transfer Tunisa & Libya**

**3. At assistance zones: bivouacs, assistance points (noted on the assistance road-book):**

- By vehicles entered as assistance

**4. Outside a selective section:**

Outside a selective sector assistance is only authorized:

- By the crew of a car, motorcycle or truck entered and still in the event.
- By the crew of an assistance vehicle officially entered.

**5. At the bivouac after the start of a selective section.**

Once a competitor has started a special stage, assistance at the bivouac is only authorized if the competitor does not return to the bivouac by following the rally route in the opposite direction.

## **12.2 Unauthorised Assistance**

Unauthorized and liable to a penalty that may go as far as the exclusion from the rally of the assisted vehicle(s) and teams:

1. The transport of spare parts or provision of assistance by a vehicle other than a car, motorbike or truck regularly entered in the rally for racing or assistance purposes.
2. Assistance provided any non-accredited person (other than those regularly entered for the race or for assistance).

Throughout the duration of the event – this includes the transport by ship from France to Tunisia which is an integral part of the Rally (art. 7.4 of the regulations) the inclusion of a third party (any non-accredited person) aboard a vehicle managed by the organization (assistance, press, raid...) is strictly forbidden, except in a case of force major (e.g. transport of an injured person).

Any infringement will cause the exclusion of the vehicle concerned as well as its occupants, who shall lose their entry fees.

Decisions will be made on the basis of the report drawn up by the judges of facts appointed for that purpose .

3. Assistance carried out by a person regularly entered but unable to show his bracelet or identification card to an official.

Any infringement will cause the exclusion of the vehicle concerned as well as its occupants, who shall lose their entry fees.

Decisions will be made on the basis of the report drawn up by the judges of facts appointed for that purpose.

4. Assistance by a regularly entered assistance vehicle on the route of the selective section whilst it is being run, outside the assistance points situated on the route of the selective section.

5. Using a an assistance vehicle of the selective section during the opening hours of the CH (time control) and CP (passage control)

6. Banned and liable to exclusion from the race: any assistance by air, not managed by the Organization (no presence during the running of a leg of an aircraft having on board a person in any way connected with a competitor).

7. The deposit, dropping or parachuting of spare parts, tools, persons or petrol.

8. Assistance in closed or locked premises or premises with a guard, even in such premises were located in the bivouac area.

9. The presence any of persons or means of locomotion not managed by the organization (car, motorbike, truck, aircraft, helicopter etc) travelling along the rally route during the rally or preceding it the same day or several days in advance, would immediately cause the exclusion of all participants in any way linked to any on of those means.

10. When assistance vehicles follow their own itinerary they may not intervene during the special stage of that day or the assisted competitor shall be excluded. On the other hand they may intervene on a road section but only on the parts of the itinerary they share with the competitors.

The assistance vehicles will not be authorized to go to the legs without assistance; infringement will cause the exclusion of all assisted competitors.

Vehicles and persons entered in the assistance category are not authorized to use the itinerary the special stage, except after the closing of the Arrival time Control post.

For safety reasons the persons entered in the assistance category shall inform the Organization in case they return to the track in order to search for a competitor.

Petrol Refuelling of a competitor during the race by the assistance vehicle is prohibited under penalty of exclusion of the assisted competitor.

For safety reasons, assistance vehicles are not authorized to carry fuel (tolerance: 20 litres).

Any infringement of the assistance regulations will entail penalties up to the exclusion of the assistance vehicle and the racing vehicles concerned.

### **12.3 Assistance – Leg without Bivouac**

A specific assistance itinerary will be set up for the Marathon leg, with compulsory and specific bivouac.

### **12.4 Assistance Zones**

1. The maximum distances, in kilometers, between the different assistance areas established in the selective sections will be shown in the assistance road book.

2. The bivouac area, as defined in the road book, is an assistance zone which may be accessed by any person accredited by the organization.

Any non accredited third party, with links with any one participant or participants (the infringement having been observed by the judge of facts) will be reported to the panel of stewards ; the penalty, upon a decision of the panel, may go, as far as an exclusion from the race, for the participants concerned.

Any third party, even regularly entered, but unable to show his bracelet or identification card to an official will cause the exclusion of the vehicle concerned as well of its occupants, thus losing their entry fees. Decisions will be made by the Clerk of the course on the basis of the official report by the judge of facts.

Nobody may drive at a dangerous speed in the bivouac zone: in case of infringement penalties may go as far as exclusion from the race upon a decision by the panel of stewards.

### **12.5 Towing**

**12.5.1 During special stages:** the towing of a motorcycle by a third party or even between competitors still in the race is forbidden during special stages and will result in exclusion from the race.

**12.5.2 During liaison stages:** the transport or towing of a machine that has broken down will result in fixed penalties (3 hours) for the towed competitor. Any motorcycle transported or towed by a vehicle other than racing vehicle or assistance category will result in an exclusion from the race.

**12.5.3 In control zones:** they will entail the following penalties:

- a) Start area of a leg and/or start area of a Selective Section: the start will be refused.
- b) Passage Control Zone: 5 minutes.
- c) Time Control Zone : 30 minutes

### **12.6 Environment**

- Each person is responsible for the waste generated by his team during the event.
- Waste must be retained by the team until the approved facilities provided by organizers can be used.
- When refuelling or servicing of a vehicle, the participants must provide and use an environment mat to protect the ground. The competitors must remove these mats after use.
- The participants must put their oil used in the organization tanks.

- Any infringement will be punished. Also, the participant will be responsible of the reparation cost.

## **12.7 Team Manager / Competitors**

At no time may they be on the itinerary of the selective section ; infringement will mean for the assisted competitor a penalty that might go as far as exclusion from the race.

No change of team manager is authorised during the race. In case of withdrawal, no driver may become team manager to his team in order to attend the rally.

The Team Managers and/or persons having entered the racing vehicles as a legal entity (competitor's licence) will, at the time of the checks, have to approve and sign the list of the vehicles they entered in the « Assistance » category which they are liable for from a sporting point of view.

## **Art.13 INSURANCE**

### **13.1 Civil Liability**

The Organizers have taken out a Civil Liability Insurance policy for sporting events in accordance with legislation.

Guarantees are acquired for Tunisia and Libya.

The said contract has for purpose to cover, in case of accident, fire or explosion suffered during the rally, the financial consequences to a third party:

- To competitors, corporal or material damage caused to a third party (other than competitors), to agents of the state, or any other public body being party to law and order services;
- To competitors, corporal damages or damages to clothing caused between them; it is important to note that this cover does not insure against material damage;
- To drivers in regard to their co-drivers and passengers due to incidents incurred on public roads of non-private use.

**The entry fee includes the insurance premium to cover the competitor's Civil Liability in respect to Third Parties, limited to the following amounts:**

- 500.000 € for equipment
- 6.100.000 € for bodily injury.

This guarantee takes effect the moment vehicles have entered scrutineering. The guarantee finishes, at latest, on 2/05/2009 at 23h59.

Vehicles and their crews which have retired or been excluded are covered by insurance until such time as they join the finish and/or the port of embarkation via the most direct route from the location where they have retired or been excluded.

In case of an accident the competitor or his representative must make a written declaration within 24 hours addressed to the director of the race or the Crews' Relations Officer detailing the circumstances of the accident as well as the names and addresses of witnesses.

The insurance contract in no way relates to the theft of vehicles, spare parts, etc. In the case of theft occurring during the crossing of a country during the rally, the responsibility of the organizers can in no way be invoked.

A competitor and/or driver(s) enter **the Rally of Tunisia 2009** in full knowledge of the risks involved in such a event. They release in advance the organizers and officials of all criminal or civil liability in the event of corporeal or material damage during **the Rally of Tunisia 2009**.

The participant alone is responsible for the validity of the various documents required to participate in France and Tunisia on **the Rally of Tunisia 2009**, in particular validities of the driving license, of the vehicle ownership documents and of the insurance.

### **13.2 Medical Repatriation – Medical Expenses**

The organization have taken out health repatriation insurance:

MUTUAIDE ASSISTANCE  
8-14 avenue des Frères Lumière  
94366 BRY-SUR-MARNE Cedex  
Contrat n° PR/07/3190  
Tél. +33 1 48 82 62 30 - Fax +33 1 45 16 63 92  
e-mail : [assistance@mutuaide.fr](mailto:assistance@mutuaide.fr)

Beneficiaries:

- Competitors,
- Assistance,
- Members of the organisation, their suppliers and their employees,
- Journalists and members of the media,
- Individuals invited by the organisers, those of their partners and all persons participating in a trip organised by NPO.
- The officials.

In case of bodily injury, the medical team of the rally will put in process and organise the transport of the beneficiary from the place of the accident to the bivouac of the rally or the nearest appropriate medical facility, using the terrestrial or aerial means of the rally.

Decisions will be based only on the medical aspect and the respect of the health regulations in vigour.

The contract guarantees:

- Transport from the site of the accident to the medical facility best suited to the victims injuries by the Organiser's aerial and/or land based support (bivouac, medical dispensary, hospital).
- The evacuation of serious cases by special ambulance aircraft to a hospital complex in a country bordering, either to the hospital complex nearest to the residence of the recipient.
- Transport from the airport to hospital by ambulance on arrival as well as the search for the necessary hospital services is undertaken and covered.
- Medical cost (out of home country): guaranteed up to 50,000 €.

Medical expenses over the amount of 50.000 Euro are the responsibility of the beneficiary. It is strongly advised to hold a specific insurance and to check with its insurer the guarantees of which it benefits, in particular because of his participation in a competition.

### **13.3 Individual Accident Insurance**

Competitors must contact their national federations to find out what cover their race license provides. They are also advised to take out additional insurance with the insurance broker of the their choice or with the insurance company that will be present to the scrutineering.

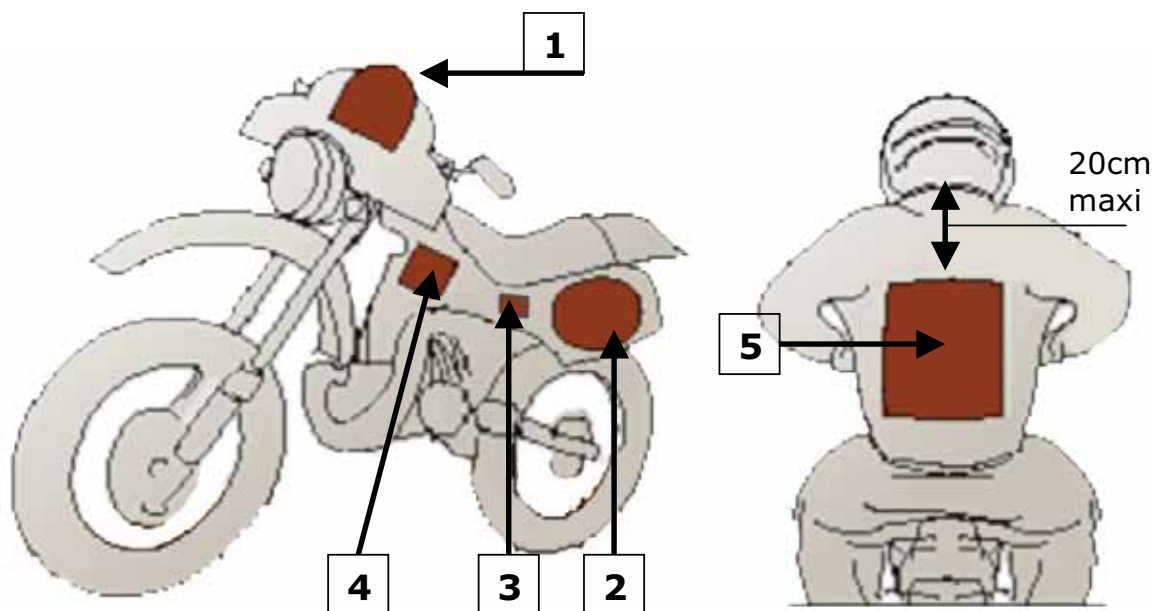
## Art.14 ADVERTISING

We draw your attention to and remind you that all form of tobacco, alcohol, pig advertising is forbidden on Libyan territory.

Plates and advertising will be placed on vehicles during scrutineering (see diagram):

### Compulsory advertising:

- 1 1 front plate with race number of 24 X 30 cm
- 2 2 lateral plates with race number of 24 x 30 cm each
- 3 2 lateral publicity plates of 12 x 8 cm on each the motorcycle, on a vertical part
- 4 2 lateral publicity plates of 12 x 12 cm
- 5 1 race bib (full size) as issued at scrutineering



The rider must provide the necessary space on his machine for the placing of number plates and stickers. If the machine does not offer the ideal places necessary it is up to the rider to provide them with all modifications to stickers being forbidden (cutting etc....) before being presented for scrutineering. No exceptions will be allowed.

The race number bib may not be cut or modified. In all cases the top edge of the bib, both front and back, must be situated a maximum of 20cm from the neck of the rider.

In case the competitor refuses the compulsory publicity or incorrect positioning of it, there will be a penalty equivalent to 100% of the entry fee.

### **Penalties :**

A the technical scrutineering : **Start refused**

At the start of each stage : **1st infraction : penalty equivalent to 100 % of the entry fee of the machine.**

**The rider must pay the financial penalty before starting the next day's stage.**

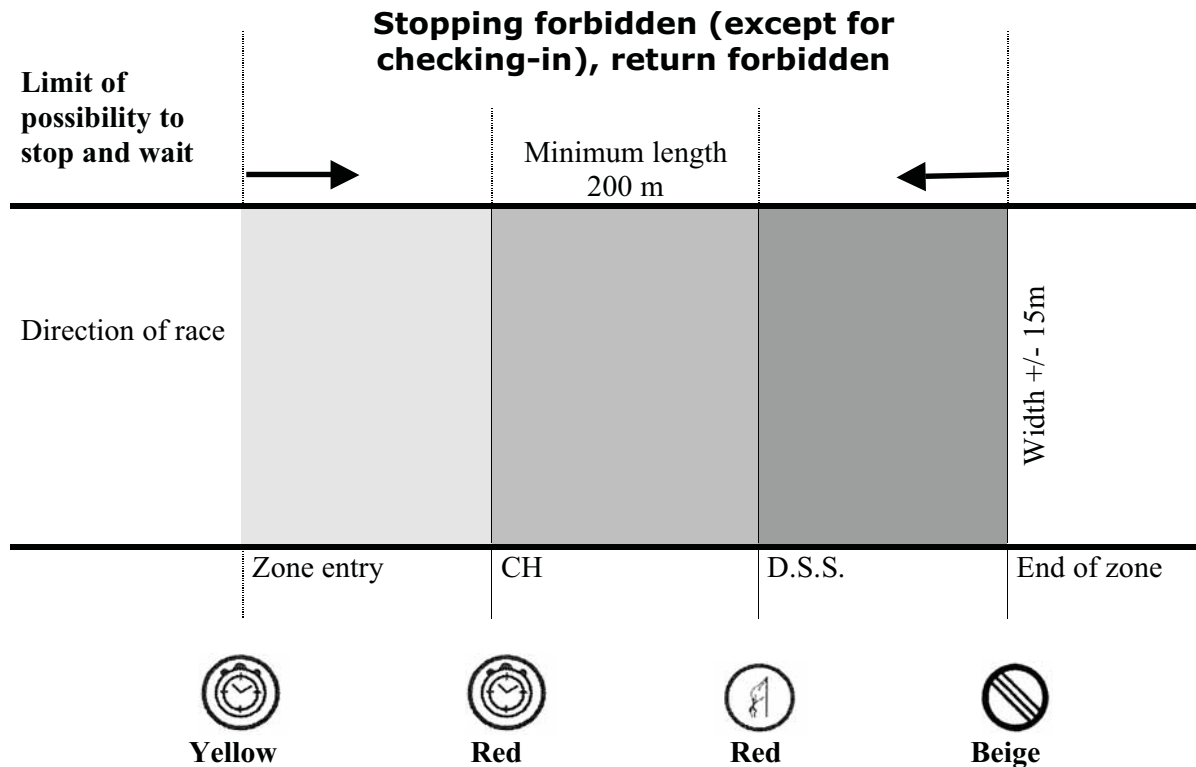
The person in charge of competitor relations based at the organiser's race control will have spare plates and stickers in the case of loss or damage throughout the rally. It is the riders responsibility to come and ask for them.

## Art.15 TIME CARD

- 15.1** The rider is alone responsible for his time card.
- 15.2** The loss or deterioration of a time card, which makes it unreadable, will result in a penalty of 5 minutes.
- 15.3** The forgery of a time card will result from exclusion from the race, after a decision by the Jury.

## Art.16 CONTROL ZONES

- 16.1** It is forbidden:
- To enter a control zone from a direction other than that laid down by the race itinerary.
  - To re-enter a control zone after having your card marked.
    - 1<sup>st</sup> infarction: 10' of penalty
    - From 2<sup>nd</sup> infarction: 1 hour of penalty



## Art.17 TIME CONTROLS & MAXIMUM TIMES ALLOWED

### 17.1 Allowed Time and Maximum Time

Liaison: The time allowed will be given for each sector of a liaison stage.

30 minutes outside the time allowed will result in the fixed penalty being applied (the maximum time allowed for the stage plus penalty).

In all the cases, a new time of departure will be given to him, and he will have to rejoin the end of the stage of the day, by the event route.

At the time control at the end of a stage clocking in ahead of time is permitted.

Selective Sections: Selective Sections will be disputed in real time, with a maximum allowed time.

The going over the time will result in the set penalty being applied (the maximum time for the stage plus penalty).

The times allowed, the maximum times and the closing time of the controls will be given out at administrative scrutineering.

## **17.2 Penalties**

Set Time penalties replace in certain cases what would normally, for traditional rallies, result in exclusion from the race. They allow a penalised competitor to continue the Rally under normal conditions but nevertheless severely handicapped.

A rider who arrives at a time control or at the end of a selective section outside the time allowed or after the closure of a control will be given the maximum time allowed plus 3 hours. To this penalty will be added any penalties for missing CPs.

Only one set penalty per stage.

## **17.3 Overrunning the maximum time allowed**

If a rider overruns the maximum time allowed it will cost him a time penalty of: 3 hours.

All competitors who arrive at the end of a stage after the closure of a control may start the following stage on condition that:

- They present themselves at the start line no later than 30 minutes before the start of the 1<sup>st</sup> motorcycle.
- Hand in their time card for the previous stage to the Race Director or to the head of the control post of the start time control.
- Have not been had break down assistance from the organisers.
- Satisfy the FIM prescriptions Art. 081.10 of the FIM Cross-Country Rallies and Bajas Appendices.

The start order of the rider will be at the discretion of head of the post.

## **17.4 Changing the maximum time allowed**

If for a given stage less than 10 riders arrive within the maximum time allowed the time allowed will be increased to the number of complete hours necessary to obtain this minimum number.

Example:

If the maximum time is 8 hours:

- Only 2 riders arrive within the time
- 8 others arrive within 11 hours the maximum time allowed changes to 11 hours.
- 12 other riders arrive within 12 hours the time allowed stays at 11 hours.

The Sporting Stewards Jury will review all other cases.

## **Art.18 PASSAGE CONTROLS**

### **18.1 GPS co-ordinates of CPs**

The G.P.S. co-ordinates of passage controls will be not feature on the road book.

However, when the competitor enters a circular zone of a radius of 3 km around the CP, the GPS will regain all its usual functions, allowing competitors to reach the CP. (see art.10.2). After having checked in at the CP, only the function COG (CAP being followed) will be active until the following WPM or CP.

### **18.2 Penalties for missions passage controls**

The penalty for competitors missing a CP will be 2 hours per CP missed.

This time may be changed depending on the nature of the stage. Any changes will be communicated to competitors via a bulletin.

## **Art.19 SELECTIVE SECTIONS - LIASON SECTIONS**

### **19.1 Selective sections**

Selective sections are held on "roads" open to public use. Great care must be taken in respect of other road users.

### **19.2 Liaison Sections (see article 17.1)**

Scoring authorized in advance when the last event of the stage is a liaison, pointing in advance to the last control is permitted.

It will be specified on the timecard.

## **Art.20 PARC FERME**

**20.1** Vehicles will be placed under a Parc Fermé system :

- At the end of the administrative checks and scrutineering, the 21<sup>st</sup> and 22<sup>nd</sup> April 2009.
- At the arrival of the rally on May 2<sup>nd</sup> 2009 in Tozeur until the stewards open the Parc Fermé.
- As an exception to the Parc Fermé status, but subject to the responsibility of a timekeeper, a rider may, in the Parc Fermés for starting, regrouping and end of stage, change or overhaul, by his own means, a damaged headlight or rear lights. These repairs must be fully completed before the starting time.

### **20.2 BIVOUAC WITH REGULATE ASSISTANCE**

Assistance will be authorised only between competitors also on race. Any outside assistance will be authorised. The refuelling will be organised to the bivouac.

## **Art.21 SCRUTINEERING AND ADMINISTRATIVE CHECKS**

Submitting a vehicle to scrutineering is considered to be an implicit statement of conformity.

### **21.1 Scrutineering and Administrative Checks**

#### **Administrative Checks :**

#### **Location**

Boat – Le Carthage (Marseille – Tunis)

#### **Date & Schedule**

Monday 20th April, 14h – 20h

Tuesday 21st April, 8h – 10h

#### **Dispensations :**

Every assistance members or competitors who don't use the boat Marseille – Tunis, have to ask a specific dispensation at NPO before 6th April 2009.

**For accredited competitors**, Administrative checks take place :

Location : Hotêl Dar Naouar, Gammarth Beach, La Marsa, Tunisie.

Tuesday 21st April - 16h00 to 20h00

Wednesday 22nd April - 8h00 to 10h00.

#### **Scrutineering :**

#### **Location**

Gammarth Beach, La Marsa, Tunisie

Convocation on website and give at the administrative checks

## **Date & Schedule**

Thursday 21st April, 16h – 22h

Wednesday 22nd April - 7h00 to 12h00

Each competitor will receive an invitation for that purpose, specifying the day and exact time at which he is to show his vehicle to the scrutineers and controllers in charge of these checks. The presence of the full crew is compulsory for these checks.

**Non-compliance with the time shown on the invitation will result in a penalty of 150€ per hour or fraction of an hour's delay.**

A time control system will be set up at the entry and exit to administrative checks as well as at the entry point to scrutineering.

The maximum time will be 15 minutes between the administrative and the technical hall.

The penalty for exceeding the maximum time offered will be 150€ per 15 min slice of time.

The vehicles will be shown to the scrutineers with their supports, wiring and antennas of the various safety equipments mounted, ready to receive the different systems (GPS, Sentinel, Iritrack, Etrack)

**At the end of scrutineering the vehicles will be put into a Parc Fermé.**

Any vehicle that would have appeared not to be in conformity or not adapted to the standards of the event during the scrutineering might either be put into a different group or refused to take the start (decision by the Panel of stewards).

In the latter case the organiser would keep the entry fee.

During the administrative checks a training period will be organized to teach people the operation of the beacons (provided by NPO) and of the satellite telephone (recommended). On board the ship a compulsory training session will be organized on the operation of the GPS, and Iritrack.

## **21.2 Administrative Obligations**

Competitors alone are responsible for the validity of the Administrative documents required to participate in Tunisia and Libya. In no case may they hold the Organizers responsible for the non-validity of these documents.

Each competitor must present original and valid documents. No copy will be accepted.

### **1. EACH RIDER**

Must present at the administrative checks the following **original, valid documents**:

- A 2009 Cross-Country Rallies World Championship **FIM licence**.
- A motorcycle **driving licence** corresponding to the cubic capacity of the machine presented.
- A **valid passport**.
- **For all competitors: authorisation to race abroad** issued by their national federation (ex: FFM for France). This authorisation is not necessary for Moroccan competitors.

### **2. EACH MACHINE**

Must be presented at scrutineering and administration with the following **original** documents:

- Valid **original log book** or registration certificate. Temporary registrations will not be accepted.
- **Authorisation of the owner**, if the vehicle is not in the name of the pilot.
- **Green card insurance** valid for **Tunisia**.
- **An approved helmet** (with the blood group of the rider marked on it).
- **Homologation file** or commercial catalogue (Production, Super Production).

Very important : typed list in triplicate of all spare parts to be transported (for customs).

## **21.3 Technical checks during the race**

All riders refusing to allow their machines to be checked during the race or at the end may be excluded from the race upon the decision of the Sporting Stewards Jury.

It is the responsibility of the rider to make sure all markings are maintained until the end of the rally.

All machines found to have false markings will be immediately excluded from the race and may incur sanctions from their national federation or from the international federation.

#### **21.4 Final control**

At the finish on 2<sup>nd</sup> May 2009 machines will be placed in a Parc Fermé where each will be checked to see that it is the same as was presented at the scrutineering at the start.

### **Art.22 APPEALS**

Appeals must conform to the rules laid down by the International Sporting Code.

They must be made in writing and given to the race director, in the time delay allowed by, the rider concerned and not by a third party.

Each appeal must refer to one subject only and be accompanied by the amount of 160 \$.

In addition, in the case where something has to be dismantled, a deposit of 300 € must be made for a 2-stroke engine and 500 € for a 4-stroke motor.

All riders accused must be heard by an International Jury.

### **Art.23 CLASSIFICATIONS**

**23.1** The various results (official provisional) will be posted each evening at the organizer's race control truck at the bivouac or at the organizer's hotel.

The official results of each stage will be published the next day at 7.00 PM at the Race Control truck. They become definitive 30' after the first publication.

The definitive results, only in relation to the means with which these results are calculated, and only these means, may be the subject of an appeal once the official results have been posted at the end of the race.

To feature in the final results, competitors must cross the finish line of the last stage and enter the Parc Fermé in the time allowed.

The official results shall be posted on the official notice board at 6.00PM at the organization hotel Tozeur, on May, 2nd 2009.

### **Art.24 LIST OF PRIZES**

#### **24.1 List of Prizes**

A "finisher" trophy will be awarded to each rider who finished the race ranked

#### **General Classification:**

MOTO Rally : 1 cup + 2000€ voucher NPO\*

QUAD Rally : 1 coupe + 2000€ voucher NPO\*

#### **Category 1 Production**

1st	1 Cup	1 <sup>st</sup> up to 450 cc
2nd	1 Cup	1 <sup>st</sup> between 450cc & 700cc
3rd	1 Cup	

#### **Category 2 Superproduction**

1st	1 Cup	1st up to 450cc
2nd	1 Cup	1st between 450c & 700cc
3rd	1 Cup	

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\* Available NPO's events up to 30th June 2010

**Category 3 Quad**

1st	1 Cup
2nd	1 Cup
3rd	1 Cup

**Challenge 1st Vétéran (more than 45 years old)**

1st	1 Cup
2nd	1 Cup
3rd	1 Cup

**1st Female**

1st	1 Cup
2nd	1 Cup
3rd	1 Cup

**1st Tunisian**

1st	1 Cup
2nd	1 Cup
3rd	1 Cup

**1<sup>st</sup> Participation MOTO/QUAD Rally :**

1st	1 Cup
2nd	1 Cup
3rd	1 Cup

**24.2 Prize Giving**

The prize giving will be held on Sunday, May 2nd 2009, in Tunisia.

Competitors not present at the prize giving will lose their rights to their prize though the results will not be changed.

## **Art.25 SECURITY**

### **25.1 Medical Equipment Recommended**

Each rider must have a first aid kit containing:

- Disinfectant for 40 litres of water (hydrochlorazone or micropure),
- Eye lotion (boroclarine or equivalent),
- Aspirin or equivalent,
- 2 anti-diarrhoea medicines (immodium, ercéfuryl or equivalent),
- Antibiotics (oracline, totapen or equivalent),
- Plasters, sterile compresses, 2 bands, spradrap, 5 safety pins, elastoplast,
- Skin disinfectant (betadine or equivalent),
- Sun cream and lip salve,
- Vitamin C tablets,
- Salt pills or Negrisport Sodium,
- A calming cream (Biafine).

### **25.2 Survival Equipment Compulsory**

Each rider must carry:

- **A reserve of water:**
  - **A fixed tank holding a minimum of 3 litres (art 4.3 FIM.**
  - **A camel back of 3 litres.**
- Survival rations
- A torch
- A distress mirror
- A compass
- A lighter
- A general map (e.g. Michelin)
- An aluminium survival blanket (approx. 2m x 1m) for use as heat insulation and to attract search planes (1 per rider).
- 1 flash torch
- 3 red hand held smoke flares
- The Sentinel Horn system
- The unique GPS
- Iritrack system
- A chest-protection and additional back protection are compulsory
- The distress beacon nominated operating on the rally's own frequency

### **Recommended but not compulsory Safety Equipment**

- The satellite telephone
- Flares distress
- A cervical collar for protection

### **General**

The safety and survival equipment must be easily accessible without competitors having to dismantle anything, so that the Race Director can check them before the start of a leg.

A sticker supplied by NPO will indicate the location of the distress beacon on the outside of the vehicle.

All crews coming to the start of a leg without all the compulsory survival & safety equipment 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.

In this case, a new start time will be given. For those arriving over 30 minutes the crew in question will be excluded of the event.

Repeat offenders on following legs will receive penalties up to and including exclusion from the event, to be decided upon by the Stewards of the Meeting. Repeat offenders will be readmitted one time only.

The instructions for the various items of equipment must be followed to the letter and your knowledge of them will be tested (Art. 26.1).

**Using the Iritrack system alarm button and/or distress beacon for reasons other than safety will result in the competitor being excluded from the event and being held financially liable.**

### **25.3 Retiring – Exclusion from the event**

If you retire **it is imperative that you inform the organisers by all means necessary and as quickly as possible.**

Telephone NPO's office in **Paris: 00 33 1 41 45 03 00**  
or Race Control: **coming soon**

Retirement forms will be included in the road book. They must be filled in, signed and handed in to a member of the organization (controller, CP, CH or Race Director).

**Failure to respect these important rules of safety and discipline will result in the refusal of any team's subsequent entry to any rally organized by NPO and THE FORFEIT OF THE DEPOSIT.**

In addition, in the case where a search is launched, the failure to respect the obligation to inform the organizers that you have retired, will result in the competitors financial liability for the cost of the search and/or the demand of sanctions against the competitor by their national federation.

In any case, to ask for an intervention from the organization whether for search or sanitary intervention, a competitor must let off his Iritrack system alarm button and/or distress beacon.

May we remind you that only Iritrack system alarm button and/or the beacon—automatically gives the exact position of a competitor.

**In the case of retirement or exclusion from the event:**

**teams must cross out their race plate and race number with black tape on pain of non-return of the deposit.**

The transport of a competitor in a helicopter or in all other organization, medical or press vehicles, during all or part of a leg will result in automatic exclusion from the event.

In no case:

- The organizers can be responsible for the repatriation of a vehicle.
- Crews that have retired may be transported by the organization during all or part of the remaining route.

**In case of retirements, it is the competitors' responsibility to personally returns safety equipment: Iritrack System, Sentinel horn system and GPS (eventually the distress beacon) to the suppliers. NPO can in no way be held responsible for the loss of this equipment, too often given to a third party.**

### **25.4 Deposit – Obligations of the Competitor**

Each team in the race must present a deposit of 1 000 € (credit card print) made out to NPO (art. 7.3) as a guarantee to the organisers of their respect of the various obligations listed below:

The members of a team will show solidarity towards the organisation and are all obliged:

1. To respect the current regulations.
2. To alert, in the case of retirement, the organisers by all possible means, following article 25.3 of the current regulations. The means of alerting the organisation is the sole responsibility of the driver, co-driver or competitor. A third person may not be held responsible.

3. Not to let off the Iritrack system alarm button and/or distress beacon–without good reason, as outlined in the present regulations.
4. Not to use the satellite telephone (recommended) other than for safety reasons.
5. To conform to all customs regulations in each country visited.
6. Return to the organisers all material or equipment provided to competitors during the event.

In the case where a team is obliged to abandon their vehicle, they must make a declaration to the nearest police station and present a duplicate of their declaration to NPO's offices in Paris as soon as they have returned home (**repatriation is at their own cost**).

In case where one or more of these obligations is not respected by a team member the deposit cheque will not be returned.

**The same applies if one or several members of a team have not completed their financial obligations towards NPO. In this case the amount owned will be taken from the deposit.**

The deposit will be sent back to the competitors having fulfilled the above conditions by 1st June 2009.

## **25.5 Closing the Piste**

An organisers 'sweeper truck' will close the rally special piste, as is noted in the road book.

In desert sectors, it is impossible to guarantee that the sweeper truck will pass at the exact place where a vehicle has broken down. It is the competitors responsibility therefore to signal his position with the aid of the survival equipment he has on board.

**The sweeper truck will pick up the people whose vehicle have broken down but in no circumstance will tow broken down vehicles.**

Competitors who refuse to be taken by the sweeper truck do so entirely at their own risk and must sign a discharge form which will be presented to them by the members of the organisation responsible for closing the piste.

**No action may be taken against the organisers resulting from the consequences of the refusal of competitors to be picked up by the sweeper truck.**

**In case of retirement during a selective sector as a result of mechanical break down competitors must wait for the sweeper truck.**

**All using of the Iritrack system alarm button and/or distress beacon–without safety reasons, and in particularly before the arrival of the sweeper truck will result in the deposit not being returned.**

**All intervention on the part of the organisation (with 4x4, truck, helicopter etc.) for the search of a competitor not on the itinerary as defined by the road book will systematically result in the keeping of the deposit cheque**

## **25.6 Helmets**

The name of the pilot and his blood group should be marked on it.

The wearing of an FIM approved helmet is compulsory throughout the race, with non-conformity resulting in possible exclusion from the race.

The helmet (less than 5 years old) must be presented a scrutineering at the same time as the motorcycle.

## **Art.26 ACCESSORIES & NAVIGATION**

### **26.1 Racing Vehicles – Compulsory Iritrack System**

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

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

1 – 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.

2 – manual mode:

- blue button: phone call to the race control.
- red button: accident.
- green button: accident of another competitor.

**Alternatively, at any moment, when in doubt, the race control can contact a competitor by telephone.**

## **26.2 Racing Vehicles –Telephone**

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) on board vehicles is authorised. The number(s) must be given to the organisers during administrative checks.

Only in case of problems may telephones be used, with the vehicle stopped, to signal a retirement, an accident or a breakdown.

All infractions will result in penalties up to and including exclusion from the race. Checks will be made throughout the rally. All infractions will result in exclusion from the race.

## **26.3 Racing vehicles - Sentinel Horn Compulsory**

For the competitors' safety, the system of horn SENTINEL is compulsory, connecting the cars and motorbikes competitors.

Sentinel is a safety horn made to help cars overtake motorcycles and slower moving cars in situations where it is difficult to pass without the co-operation of the vehicle in front.

Sentinel is linked to the horn of the car that wishes to pass. When the horn is sounded, Sentinel digitally transmits information to the target vehicle, at distances up to 150 meters in flat land. The pilot of the target vehicle is notified of the wish to pass both by sound (buzzer 110dB) and/or light (powerful flash 50 leds). Cars and trucks can answer the following car by a short push on his own horn button. The driver of the following receives an acknowledgment of receipt (sound and/or light) that allows him to pass.

## **26.4 Radio Transmissions**

**A/ All HF-VHF-CB transmitters and / or receivers and all other means of communication are forbidden throughout the entire rally itinerary.**

Only Walkie Talkies operating on one single frequency, used within the confines of the bivouac and supplied by the rally's official radio supplier are admissible.

**B/ All satellite links or other links between a race vehicle and an exterior base or another vehicle are forbidden.**

Only the fitting of GPS aerials supplied by the official suppliers to the organisers are admissible to the exclusion of all other aerials, linked or not, of type Standard C, M, Argos, radios, telephones etc. All infractions will result from exclusion from the event.

**C/ All data transmission systems, systems that allow the tracking of vehicles and management of vehicle fleets is forbidden except the Iritrack and that whatever the means or technical system used, on the pain of exclusion from the event.**

## **26.5 Navigation**

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. All infraction will result in exclusion from the event and that irrespective of the mode and technology used to evaluate or estimate ones position.

**A/ G.P.S. (compulsory for racing vehicles)**

The fitting of a single type of GPS, to the exclusion of all other types, supplied by the organisers' supplier and fixed to the 'dash board', is compulsory.

This equipment must be mounted according to the instructions supplied.

Two examples of this equipment may be mounted. In that case, the competitor will have to declare to the Technical Delegate one of the 2 GPS as the official GPS.

This equipment is personalised, with a series number attributed to a competitor. No changes may be made without authorisation from the GPS supplier.

#### **B/ GPS compass heading repeater (optional)**

A sole model is authorised by the organisers and must be linked to the fixed GPS (1 repeater per GPS). The linking of all other models, or systems to the GPS is forbidden, especially to computers or organisers of whatever kind.

#### **C/ Tripmeter (odometer) of the competitors' choice (compulsory onboard vehicles)**

A distance counter linked uniquely to the rotation of the wheels or the transmission shaft. This equipment must not be linked to any other piece of equipment. This equipment may be fitted twice with the option odometer of the GPS Unik.

#### **D/ 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 analogic or digital.

This equipment must not be linked to any other piece of equipment.

This equipment may be fitted twice.

#### **E/ General**

The followings are forbidden and the use of may go as far as exclusion of the event:

- The use of GPS points other than those supplied by the organisers.  
Each piece of equipment may perform only one function (compass, odometer etc.).  
Only the linking of the GPS and the GPS compass-heading (single example) repeater is authorised.
- **The carrying or possession of any system not explicitly described in these regulations,** 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. External communications also.
- The possession or use of forbidden systems
- The presence on board a vehicle of all non-justifiable wiring (electricity supplies, aerials, pick-ups etc).
- The presence of all other aerials other than those that serve authorised equipment.

NPO reserve the right to carry out physical or electronic test at any moment with the purpose of checking:

a) The correct functioning of compulsory equipment,

b) The absence or use of forbidden systems.

In the case of doubt concerning the functions of equipment authorised but of the competitors' choice, their transport may be forbidden.

**Spot checks will be carried out throughout the competitor, with searches of vehicles and personal effects.**

## ART.27SUMMARY TABLE OF PENALTY

SUMMARY OF THE PENALTIES	Art. N°	Start refused	Disqualification	Time penalty	Financial penalty	Decisions Penalties Sanctions of the JI
Insufficiency of the rest period between two stages and unfavourable doctor's opinion	Art. 081.1	X				
Itinerary not respected	Art. 081.1.1.1		X	X		Can go up to disqualification
Passing at more than 200m of a WP given by the organiser	Art. 081.1.1.1			X		Specified in the SR
Use of the GPS releasing code without authorisation	Art. 081.1.1.1			5h		
Motorcycle not registered	Art. 081.5	X				
Change of category during the event	Art. 081.5			15'		
Refusal of the organisers advertising	Art. 081.6				100% of the entry fee	
Invalid licence	Art. 081.7	X				
Anti-sport, unfair, incorrect or fraudulent action	Art. 081.7					Sanctions of the JI
Absence or incorrect affixing of a number plate	Art. 081.8			X		Specified in the SR
Absence or incorrect affixing of at least two plates or the bib	Art. 081.8		X	X		Can go up to disqualification
Absence or falsification of an identification mark	Art .081.8		X			
Lateness on the theoretic time at the stage departure	Art. 081.9.1					
Up to 30'				1' by mn delay		
Over 30'			X			

<b>SUMMARY OF THE PENALTIES</b>	<b>Art. N°</b>	<b>Start refused</b>	<b>Disqualification</b>	<b>Time penalty</b>	<b>Financial penalty</b>	<b>Decisions Penalties Sanctions of the JI</b>
Itinerary not respected in sensitive areas and in Specials of less than 20 km 1 <sup>st</sup> infringement 2 <sup>nd</sup> infringement	Art. 081.10		X	15'		
<b>Itinerary not respected in Specials of more than 20 km</b> 1 <sup>st</sup> infringement 2 <sup>nd</sup> infringement	<b>Art. 081.10</b>		<b>X</b>	<b>X</b>		
Transport or towing of motorcycles in a Special	Art. 081.10		X			
Transport or towing in a linking sector	Art. 081.10			3h		Except if authorised in the SR
Deliberately blocking the overtaking of a motorcycle	Art. 081.10		X			
Transport of a rider in a helicopter or any other vehicle of the organisation	Art. 081.10		X			
Traffic regulations of the countries through which the event passes not respected 1 <sup>st</sup> infringement 2 <sup>nd</sup> infringement 3 <sup>rd</sup> infringement	Art. 081.10		X	30' 1 h		

<b>SUMMARY OF THE PENALTIES</b>	<b>Art. N°</b>	<b>Start refused</b>	<b>Disqualification</b>	<b>Time penalty</b>	<b>Financial penalty</b>	<b>Decisions Penalties Sanctions of the JI</b>
Excess of the authorised speed 1 <sup>st</sup> infringement  2 <sup>nd</sup> infringement  3 <sup>rd</sup> infringement	Art. 081.10			30'' by km/h 2' by km/h		
Prohibited assistance	Art. 081.11		X			
Correction/ alteration of the time card	Art. 081.12		X			
Absence of the visa on the time card	Art. 081.12		X	X		Can go up to disqualification
Loss of the time card	Art. 081.12			5'		
Passing at a control without the motorcycle	Art. 081.12		X			
Absence of the visa in a PC	Art. 081.12		X			Can go up to disqualification
Instructions of the Chief of the control point not respected	Art. 081.13		X	X		Can go up to disqualification
Behind or ahead of schedule at a TC after a linking sector (except arrival of a stage, no penalty for ahead of schedule)	Art. 081.14			1' by mn		
Riding in the opposite direction in a Special	Art. 081.16		X	X		Can go up to disqualification
Remaining for more than 30'' after the starting signal	Art. 081.16			2'		
Early start	Art. 081.16			1'		

<b>SUMMARY OF THE PENALTIES</b>	<b>Art. N°</b>	<b>Start refused</b>	<b>Disqualification</b>	<b>Time penalty</b>	<b>Financial penalty</b>	<b>Decisions Penalties Sanctions of the JI</b>
Rider not presenting his motorcycle with engine running	Art. 081.16			1' by mn late		
Voluntary stop in the arrival area of a Special	Art. 081.16		X			
Refusal to start at the time and position given	Art. 081.16		X	X		Can go up to disqualification
Non-respect of the entry, exit and the direction of the traffic in the zone 1 <sup>st</sup> infringement 2 <sup>nd</sup> infringement 3 <sup>rd</sup> infringement	Art. 081.18			10' 1 h PF		
Failure to observe Parc Fermé orders	Art. 081.20		X			
Refusal to present the machine to a technical control	Art. 081.21		X			
Absence of the identification marks	Art. 081.21		X			
Non-respect of the maximum sound limit 1 <sup>st</sup> infringement 2 <sup>nd</sup> infringement 3 <sup>rd</sup> infringement				15' 1h		Disqualification
Failure to possess a part or all of the survival equipment The first 30 minutes More than 30 mn	Art. 081.23			1' by mn		
Non-declaration of abandonment	Art. 081.28				Fine of US\$ 650 to 3'900	Request of sanction to the FMNR
Refusal to cross out the number plates after abandonment/disqualification	Art. 081.28				Fine of US\$ 650	Request of sanction to the FMNR

<b>RESUME OF PENALTIES Specific Regulations Rally of Tunisia 2009</b>	<b>ARTICLE N° of RP</b>	<b>Start refused</b>	<b>EXCLUS° FROM THE RACE</b>	<b>TIME &amp; FINANCIAL PENALTIES</b>
In the bivouac: driving at a dangerous speeds	3			May go as far as exclusion
No respect of dates of payments, changing names	7.2			Changing tariff
Failure to give deposit cheque	7.3	■		
Assistance: No respect of dates of payments, changing names	7.4			Changing tariff
No payment of entry fees	7.5	■		
Vehicle not conform Administrative documents do not conform	7.6	■ ■		May go as far as exclusion
Reconnaissance of the rallye route	10.1		■	
Absence of validation of a WPM, WPE, DZ, or FZ	10.2			2h
Use of the code 555	10.5		■	May go as far as exclusion
Use of the WPM code release More then 3 use/during the rally	10.5		■	3h
No respect	11		■	
Non respect of the 15' neutralisation at petrol stops	11.5			30 min
No respect	12.2		■	
Presence of a non accredited third party one the bivouac (linked to a competitor)	12.4		■ competitor	
Anybody, even officially accredited who cannot show his bracelet or identification card.	12.4		■	
Control zone entered after obtained visa at the first time 1 <sup>st</sup> infringement 2 <sup>nd</sup> infringement	16.1			10 min 1h

## **ART.28 TV & PHOTOS RIGHTS**

All competitors recognise that the organised by NPO is a promotional operation whose reputation they can benefit from.

NPO hold all the rights necessary for the production and transmission, all the means and media, world-wide of images and sound relating to this event.

Under the control of NPO, the media (press, radio, television, cinema, website, etc.) broadcast the event and publicise the competitors and their sponsors. The media is encouraged to give space to new competitors and sponsors.

In order to permit the widest possible dissemination and promotion of the Rally of TUNISIE, any and all persons taking part in the Rally of TUNISIE for any reason (hereinafter collectively referred to as the Competitors) acknowledge and agree that their participation in the competition grants to the organisers 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 Rally of TUNISIE, 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 Rally of TUNISIE, posters, travel diaries, autograph books, maps, official programs of the Rally of TUNISIE, 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.

Competitors concede to NPO, in their name and in the name of their sponsors and/or constructors of their vehicle, the rights, in the case of all exploitation of the event, including that of sponsors, media coverage of the event, the reproduction entirely or partly on the discretion of the organiser of all supports, existing or future, world-wide, without any limitation, for the whole duration, the longest legally accepted by French as well as foreign law, the current and future international agreements, including eventual prolongation brought to this duration, the names, marques, or logos of sponsors and/or of vehicles.

Competitors and accompanying persons may not be allowed to film pictures of the Rally of TUNISIE, whatever the means used and the purpose for which they are intend to film, without the prior written consent of the organiser. In this connection, written requests must be sent at the latest by the April 6th, 2009 preceding the start of the competition, to the following address:

**NPO - Press Officer**  
**10-12 rue Marius Jacotot 92800 Puteaux - France**  
**Tél : 01 41 450 304 - Fax : 01 41 450 301**  
**email : presse@npo.fr**