



2016 ATACAMA RALLY

Fifth round of the

2016 FIM CROSS-COUNTRY RALLIES WORLD CHAMPIONSHIP

**SUPPLEMENTARY REGULATIONS FOR
MOTORCYCLES, QUADS AND ASSISTANCE
VEHICLES**



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1. PUBLICATION

ATACAMA RACE SPORT SpA/ ATACAMA RALLY is organising the fifth round of the 2016 FIM Cross-Country Rallies World Championship under the patronage and on behalf of the FMC (Federacion de Motociclismo de Chile). This event will take place in accordance with the relevant legal and administrative requirements of the host Country and with the FIM Sporting Code, the relevant FIM Technical Regulations, the FIM Medical, Anti-Doping and Environmental Codes, the FIM Disciplinary and Arbitration Code, the **FIM Cross-Country Rallies World Championship** Regulations and its Appendixes, this present Supplementary Regulations and any rule and regulations adopted by the FIM International Jury.

The present Supplementary Regulations may not be in contradiction with any of the FIM rules referred to above including but not limited to the Sporting and Technical Rules governing this discipline. In the case of a divergence or conflict between these Regulations and any of the above mentioned FIM rules referred to above, the latter shall prevail.

FIM approval: **IMN No 801/05 Cross Country Rally World Championship**
IMN No 810/05 Women Cross Country Rally World Cup
IMN No 811/05 Quads Cross Country Rally World Cup
IMN No 812/05 Junior Cross Country Rally World Cup

FMNR approval: **FMC**

In case of divergence or conflict between the English and the Spanish versions, the English text shall prevail. The approved Supplementary Regulations must be published, at least in English, on the FIM website and on the site of the Organiser.

Any matter not provided for in the relevant FIM Cross-Country Rallies Appendixes or these Supplementary Regulations will be subject to interpretation by the FIM International Jury.

Any additional provision not mentioned by these Supplementary Regulations, will appear in numbered, dated and signed official additive. These additives will form an integral part of the Supplementary Regulations and will be posted on the official notice board for the Rally. They will also be communicated at the daily riders briefing and communicated directly to the rider in the shortest possible time.

2. ACCESS

Nearest airport: Arturo Merino Benítez, International Airport (Arrival & return to Chile)

Andrés Sabella, National Airport (Antofagasta city) Rally start

Desierto de Atacama Airport (Copiapó city) Rally end

Nearest town: Antofagasta (arrival) Copiapó (Return)



3. DIRECTORY

CEO & General Director of Atacama Rally: Gerardo Fontaine

4. ORGANISING COMMITTEE

Organizers: Gerardo Fontaine

Members:

- Jackeline Fuentes
- María de los Ángeles Sarmiento
- Sandra Fernández
- Cristian Sarmiento
- Enrique Araya
- Ricardo Arancibia

5. ADDRESS OF THE PERMANENT SECRETARIAT

ATACAMA RALLY & ATACAMA RACE SPORT SpA/ Luis Thayer Ojeda 1562 of 804, Providencia, Santiago de Chile-
Chile e-mail: secretaria@atacamarally.com web: www.atacamarally.com

6. LIST OF RACE OFFICIALS

OFICIAL	NOMBRE	LICENCIA N°
FIM Jury President	Jean-François Wulveryck	10280
2nd FIM Jury Member	Juvana Poulsen	2414
3rd FMNR Jury Member	Karla Zaro	TBA
Clerk of the Course	José Tomás Díaz	TBA
	SUPER LICENCE FIM	TBA
Asisstent CoC	Sebastián Cesana	10407
FIM Technical Delegate	Andrés Salazar	TBA
FMNR Technical Steward	Leonardo Yoma	TBA
Chief Medical Officer	Marcelo Acevedo	9503
Environmental Steward	Cecilia Poblete	TBA
Chief Timekeeper	TBA	
Safety Officer	Matias Dalmaso	TBA
Competitor Relations Officer	María de los Ángeles Sarmiento	
Secretary of the meeting	Sandra Fernández	
Press Attaché / Head of Media	Juan Esteban Lastra	

The list of official and judges of fact -with name and licence number – of the Organization will be posted on the official notice board and communicated to all participants and members of the Jury.

7. EVENT PROGRAMME

7.1 Date of registration opening: 05/04/2016

7.2 Date of registration closing: 01/08/2016

7.3 Date of publication of entry list: 10/08/2016

7.4 Opening of Press room and accreditation center:

Place: Enjoy, Antofagasta

Time: Saturday 20th, August 2016

7.5 Administrative control and collection of equipment and documents:

Place: Enjoy, Antofagasta

Time: Saturday 20th, August 2016, 09:00 – 14:00 hrs (National Riders)

Sunday 21th, August 2016, 09:00 – 18:00 hrs (International Riders)

7.6 Preliminary Technical inspection:

Place: Enjoy, Antofagasta

Time: Saturday 20th, August 2016, 16:00 – 18:00 hrs (National Riders)

Sunday 21th, August 2016, 09:00 – 18:00 hrs (International Riders)

7.7 1st meeting of FIM International Jury:

Place: Enjoy, Antofagasta

Time: Sunday 21st, August 2016, 19:00 hrs

7.8 Competitors' Briefing (compulsory):

Place: Enjoy, Antofagasta

Time: Monday 22st, August 2016, 11:00 hrs

7.9 Press Conference before the Start:

Place: Enjoy, Antofagasta

Time: Monday 22st, August 2016, 10:00 hrs

7.10 Compulsory Briefing on Safety items:

Place: Enjoy, Antofagasta

Time: Monday 22st, August 2016, 09:00 hrs

7.11 Publication of Start list for the super special (Prolog):

Place: Enjoy, Antofagasta

Time: Monday 22st, August 2016, 10:00 hrs

7.12 Delivery of Road Book – Prolog and 1st Leg:

Place: Enjoy, Antofagasta

Time: Monday 22st, August 2016, 10:00 hrs

7.13 Prolog

Place: Antofagasta

Time: Monday 22st, August 2016, 15:00 hrs

7.14 Protocolar Start

Place: Enjoy Antofagasta oppsite to Huanchaca Ruins

Time: Sunday 22th, August 2016, 18:00 hrs

7.15 Schedule of Legs and competitors briefing:

Monday	August 22th	Publication of 1st day Start List	10:00	Enjoy Antofagasta
		Delivery of Road Book	10:00	Enjoy Antofagasta
		Competitors Briefing	11:00	Enjoy Antofagasta
		Prolog	15:00	
		Leg 1 Start List -Publ	20:00	
Tuesday	August 23th			
Leg 1		Antofagasta- Antofagasta		
		Transfer to SS1	7:00	
		SS1- Antofagasta-Calama	8:30	
		Transfer to Bivouac		
		Deliver of Road Book	14:30	Bivoauc
		Publication of next Day Star List	19:00	Bivouac
		Briefing	20:00	Bivouac
Wednesday	August 24th			
Leg2		Antofagasta- Bahía Inglesa		
		Transfer to SS2	7:00	
		SS2- Mano - cº La Gloria	8:30	
		transfer to Bivouac		
		Deliver of Road Book	15:30	Bivoauc
		Publication of next Day Star List	19:00	Bivouac
		Briefing	20:00	Bivouac

Thursday	August 25th			
Leg 3		Atacama- Atacama (Copiapó)		
		Transfer to SS3	9:30	
		SS3- Puesto1- La Percha	11:30	
		Transfer to Bivouac		
		Deliver of Road Book		(Arrive to Bivouac)
		Publication of next Day Star List	19:00	Bivouac
		Briefing	20:00	Bivouac
Friday	August 26th			
Leg 4		Bahia Inglesa- Bahia Inglesa		
		Transfer to SS4	9:30	
		SS4 Caleta Medio - Bahía Salada	10:30	
		Transfer to Bivouac		
		Deliver of Road Book		(Arrive to Bivouac)
		Publication of next Day Star List	19:00	(Bivouac)
		Briefing	20:00	(Bivouac)
Saturday	August 27th			
Leg 5		Bahia Inglesa - Copiapó	10:30	
		Transfer to SS5		
		SS5 Puesto 1- Puesto 1	12:30	
		Transfer to Parc Ferme	13:30	
		Final Steward meeting	15:30	Hotel Antay
		Provisional Classification	16:00	Hotel Antay
		Final Classification	16:30	Hotel Antay
		Final Podium	17:00	Hotel Antay
		Prize Giving	20:00	Hotel Antay

7.16 Finish of the Rally:

Place: Hotel Antay, Copiapó

Time: Saturday 27th, August 2016, 17:00 hrs

7.17 Final Parc Fermé:

Place: Hotel Antay, Copiapó

Time: Saturday 27th, August 2016, after special

7.18 Final Technical Inspection:

Place: Hotel Antay, Copiapó

Time: Saturday 27th, August 2016, 17:00 hrs

7.19 Final meeting of FIM International Jury:

Place: Hotel Antay, Copiapó

Time: Saturday 27th, August 2016, 15:30 hrs

7.20 Publication of Final Provisional Classification:

Place: Hotel Antay, Copiapó

Time: Saturday 27th, August 2016, 16:30 hrs

7.21 Publication of Final Official Classification:

Place: Hotel Antay, Copiapó

Time: Saturday 27th, August 2016, 17:00 hrs

7.22 Final Podium:

Place: Hotel Antay, Copiapó

Time: Saturday 27th, August 2016, 18:00 hrs

7.23 Prize Giving Ceremony:

Place: Hotel Antay, Copiapó

Time: Saturday 27th, August 2016, 21:00 hrs

7.24 Official Notice Board:

August 21 st , 22 th	HQ Rally Antofagasta
August 27 th	HQ Rally Copiapó
August 22 th , 23 th and 24 th	At the Bivouac HQ Rally

8. RIDERS

8.1 CONDITIONS FOR ADMISSION OF COMPETITORS

The Organising Committee reserves the right to refuse the entry of a rider, without having to give the reasons of this refusal.

To be registered in Atacama Rally 2016, any person over 18 years, from any country, must hold an **FIM Cross-Country Rallies World Championship licence** released by his own National Federation in accordance with art. 70.2.1 of the FIM Sporting Code and Art. 09.1 of the FIM Medical Code. To obtain this licence from his national federation, the rider must undergo and pass successfully an echocardiogram, once in his lifetime and an exercise tolerance test (ECG) valid for three years.

A valid Starting Permission from his national federation to enter specifically this event, if the rider has an annual licence. If the rider has a 'one event' licence, this licence is sufficient without a Starting Permission.

The rider must hold a driving license according to type vehicle that drive during the race.



Any copy of statement of loss or theft of the above mentioned documents will not be accepted as it does not legally substitute the possession of a driving license conform to the capacity of the motorcycle.

The maximum number of motorcycles accepted is 100.

Any rider who is replaced by another one on his motorcycle during the race will be excluded from it, as well as the motorcycle of this last mentioned driver.

The Rider is responsible of the behavior of his mechanics, his assistants, his manager, his press staff and any infringement to the regulations will be borne by the Rider.

The rider enters Atacama Rally 2016 at his own risk, being fully aware of the danger associated with the event. For this reason, the rider relieves the Organiser, the FMC and the FIM from any penal and/or civil responsibility in case of physical and/or material damages incurred as a result of his participation in the event.

8.2 ENTRY FORMS

Any person wishing to take part in the Atacama Rally 2016 must send to the sportive secretariat the signed entry application along with the authorization from their FMN and accompanied by the amount of the entry fee that will be increased by 50% for the riders not accepting the optional advertising of the Organisers.

-Registration applications are available in the website www.atacamarally.com or by e-mail to: secretaria@atacamarally.com

It is highly recommended download the Entry Form File in the website and send by e-mail to the sportive secretariat.

The entry fee is valid to August 1st; after which 30% will be added.

-After having been approved by the Organisation Committee, entry requests must imperatively report the final names of participants. They are selected according to their arrival order at our Secretariat and they are accepted only if accompanied by entry rates up to date.

-Requests arriving at the Secretariat without the full registration rates paid, will not be taken into account.

Up to the time of the Controls, the rider shall be free to replace the motorcycle entered.

If a motorcycle does not correspond, in its configuration when presented for the technical Controls for Scrutineering, to its entry category, the motorcycle concerned may, on a proposal by the Technical Stewards, be transferred by the International Jury to another category.

The entry fee will be fully reimbursed:

- a) To applicants whose entry has been refused;
- b) In the event that the Rally is cancelled.

8.3 RALLY ENTRY RATES

REGULAR PRICE From 01-07-16 to 01-08-16

Bike / Quads: EUR 4.600€

Bracelet Assistance EUR 500€ /Assistance Vehicle: EUR 200€



SPECIAL PRICE 1 From 01-04-16 to 10-05-16 (1 Assistance included)

Bike / Quads + 1 assistance: EUR 4.100€

Bracelet Assistance: **EUR 500€** / Assistance Vehicle: **FREE**

SPECIAL PRICE 2 From 11-05-16 to 31-06-16

Bike / Quads: EUR 4.300€

Bracelet Assistance: **EUR 500€** / Assistance Vehicle: **FREE**

The entry closing is on August 1st, all entry after date indicated will be analyzed and will have a extra charge of 30% on your entry fee. The competitor who registers after August 1st, will lose some benefits included in the Entry rates

The competitors and his team are responsible for payment of tax by international transfer must consider additional EUR 50€ in the payment of your registration fee.

To qualify for the presale 1 and 2 the competitor must have paid their registration before the closing dates

8.4 PAYMENT

Cash: At our offices in Santiago of Chili

Bank Transfer or Bank Deposit. (please contact to: secretaria@atacamarally.com)

No checks accepted.

INFORMATION FOR BANK TRANSFER:

Please contacting by e-mail to sports secretariat to: secretaria@atacamarally.com for transfer instructions.

The entry rates include:

- Sporting rights for competitors
- Medical Assistance terrestrial (tangos, ambulances) air rescue (Helicopter) and tent of first aid in the Bivouac with medicalization professional
- Insurances
- Repatriation insurance and coverage of early medical expenses according to the current policy (see 17.2), for riders whose FMN doesn't cover this type of costs.
- Vehicle stickers for access to the rally and the service areas
- Rights for assistance in areas defined race and bivouac
- Roadbook
- ID Bracelet
- Gps, Sentinel, Iritrack provided by Organization
- Dinners in each stages of competition (competitors and assistance registered)
- Daily snack for registered competitors and assistance
- A Place on the closing final party
- Souvenir of participation for each registered
- For the assistance: Authorization to intervene vehicles in defined areas Bivouac & Race.



The entry rates don't include:

- Transport of vehicles to Chile and back
- Transport of individuals to Chile and back
- Air ticket to / from Chile
- Sport compulsory license for competitors
- Hotels (the organization will provide a offer list in June)
- Fuel
- Toll
- Transport vehicle in case of damage
- GPS, Iritrack & Sentinel brackets.
- Drinks and extra at bivouacs and in hotels (also in the official hotels of the rally)
- All what is not mentioned under the section "Entry Fee includes"

8.5 SECURITY GUARANTEE

It will be required a credit card guarantee for safety equipments (GPS, iritrack, Sentinel) This guarantee will be requested in administrative checks when picking your safety equipment. See Art. 21.4 of THE SRs

8.6 ASSISTANCE REGISTRATION RATES

The Assistance registration rates per person, are the following:

- Person of assistance: €\$ **500**
 - Vehicle of Assistance: Regular Price €\$ **200 / Free in special price 1 & 2**
- (If the rider is enroll in the first presale will be considered 1 person of assistance Free)

it's compulsory, complete the entry form, before of August 1st

These entry rates include:

- entry rights
- access at the bivouac (with your personal tent and sleeping bag)
- work on racing vehicles in the areas reserved for this purpose
- Dinner & lunch box

The entry rates don't include:

- transport of vehicles to Chile and back
- transport of individuals to Chile and back
- air ticket to / from Chile
- nights in hotels, for which the Organization will propose a package
- drinks and extra at bivouacs and in hotels (also in the official hotels of the rally)
- all what is not mentioned under the section "Entry rates include"

8.7 TRANSPORT & CUSTOM

The "Rally plate" released by the Organization, included in the rates, allows to:

- work within the assistance areas reserved for this purpose (bivouacs and assistance point in race)
- Acces to the areas reserved for the rally along the route, parking zone.

Riders and teams should worry about the temporary admission porcess (importing and exporting) of competition vehicles.

8.8 ENTRY REFUSAL - WITHDRAWAL - NO SHOW

Cancellation of registration and reimbursement requests, in order to avoid any complaint, must be communicated only through registered written communication and by e-mail message, sent to Atacama Race Sport SpA Av. Luis Thayer Ojeda 1562 Of 804, Providencia Santiago de Chile e-mail: secretaria@atacamarally.com

In case of withdrawal, participant must inform Atacama Rally Secretariat by registered written communication and he/she will have the right to:

- Reimbursement of 50% of the paid rates if withdrawal is communicated before 01/08/2016
- Reimbursement of 30% of the paid rates if withdrawal is communicated before 10/08/2016

-Starting from 11/08/2016, withdrawal will not give any right to reimbursement. In case of certified body injuries suffered after registration and payment at Atacama Rally Race (a copy of which documents must be forwarded to the Sportive Secretariat), competitor will have the right to assign all or part of the fees paid to another participant within 15/08/2016. This implies payment of an extra EUR 500€, fee, beside the update of the entry fee applicable at the moment of such communication. All refund requests before the Administrative Controls automatically imply that the "Terms of Participation" is agreed, even if the participant had not signed it. The total rights of registration rates will be reimbursed to competitors whose registration request has been refused by the Organizing Committee. Competitors who will be refused the start according to non compliance of their vehicle or of their documents at the technical and administrative checks, are not entitled to any reimbursement of their paid rates.

8.9 CANCELLATION OR RESCHEDULING OF THE EVENT

In case the start of the event cannot take place, for any reason, among which the refusal or the withdrawal of the authorizations by the Federations, the authorization for passage over certain territory, any political or natural disasters (earthquake, tsunamies, volcanic eruption, flooding, etc.) upsets along the crossed cities and Regions, which might make impossible the Rally running, economic hindrances which make impossible the technical and sport event organization, etc. ATACAMA RALLY will not be in debt towards participants but only for the registration rates paid. In case of the rescheduling of the Rally start, ATACAMA RALLY will immediately inform each participant of the new calendar of the race. If competitors will not be able to participate at the race due to such change of date, they have only eight (8) days to ask reimbursement of their registration rate through registered letter. Any case participants will not be allowed to any compensation.

9. VISAS AND OTHER

Visa : It not required for most countries, for more information see the following website

<http://chileabroad.gov.cl/en/consulados/tramites/para-extranjeros/obtencion-visas/>

http://www.minrel.gob.cl/minrel/site/edic/base/port/inicio_eng.html

Compulsory / recommended vaccinations : no vaccination is recommended.

Vehicles registration: all vehicle registrations are acknowledged, with a temporal admission provided by Customs of Chile, upon entry to the country

International driving licence: international driving licence is recommended, but not compulsory. Some rent a car company is demanded

Customs formalities : according to chilean law and custom agent services chosen.

10. CATEGORIES

10.1 The categories are as follows:

FIM World Championship (riders and manufacturers)

- Category 1: 450cc

FIM Cross-Country Rally World Cup (only riders):

- Category 2: Quads

- Category 3: Women

- Category 4: Junior

10.2 Atacama Rally Category

- Category 5: 450 y Over 450 (do not count towards the FIM World Championship or Cups)

- Category 6: Quads (do not count towards the FIM World Championship or Cups)

In this category, the machines over 450, are based on series production machines, registered (allowed to be used on roads open to public traffic), which can be modified and/or equipped for off-road cross-country rallies competition.

The main parts may be modified, with the exception of the crankcase, but must fulfil the FIM Technical Rules for Cross-Country Rallies – over 450cc Trophy category.

The capacity is from 450cc up to 1300 cc single or twin cylinder.

The rider/manufacturer will not score points in any FIM Championship or Cup.

Category 5 and 6 are regulated under the same specifications as Category 1 and 2 but don't compete for the World Cup Cross Country Rally and FIM World Championship. They are riders who are enrolled in the Rally, but don't have a license to run in the FIM World Championship or World Cup FIM.

Riders of the category "Atacama Rally" must have a license from FMN and accident insurance. They will be required in the administrative checks

11. IDENTIFICATION

11.1 ACCESS AT THE RALLY

Access at the Rally (start and finish of the Selective Sections, Assistance Points, Bivouacs, ...) is exclusively reserved to all those wearing the identifying bracelet of Atacama Rally 2016 (competitors, assistants, organization members, media delegates, federations officials) and to all vehicles officially registered (competitors and assistance) supplied with the official stickers of the Atacama Rally 2016 appropriately applied according to the sealing plan of SR.

Any infringement of this rule, will imply the exclusion of the participant and his team.

11.2 IDENTIFYING BRACELET

Each participant at the Atacama Rally 2016 (competitors, assistants, organization members, press delegates, federations officials) will get an identifying bracelet, included in the registration rate. Identification bracelet will be systematically checked by the Organization at every meal, at each assistance point or assistance area and at the entrance of the Prize Giving Ceremony. At each request by the Organization officials, participants must show the bracelet. For any infringement found by an Organization official or in case of damage of the bracelet, the participant must ask the person in Charge of Relations with Competitors in order to replace the damaged bracelet. See also FIM 2016 CCR World Championship Appendices Art. 080.7.4.

11.3 SEALING OF VEHICLES

See FIM 2016 CCR World Championship Appendices Art. 080.8.2.1.

12. ADVERTISING

Competitors are allowed to apply all type of advertising on their motorbikes, given that: a) they are authorized by FIM regulations and by the laws of the Countries crossed by the race b) they are not against public decorum c) they do not prevent the use of the reserved space to the plates holding number and to the compulsory advertising of the Organization.

A bib and the plates holding number for the race and the compulsory advertising of the Organization will be supplied at scrutineerings (see scheme below). The competitor must keep the needed spaces over his vehicle for sticking such plates and ads. Should the vehicle have not enough place, this must be foreseen by the rider before attending the technical checks; in no case it is allowed any modification of the stickers (cut, trim, etc.).

The bib cannot be cut nor modified. In any case, the upper edge of the rear bib must not be more than 20 cm. far from the competitor's neck. Exceptions are not admitted.

Compulsory advertising (see also FIM 2016 CCR World Championship Appendices Art. 080.7.4):
for bikes:

- 1 front rally plate sticker 25x18 cm with race number and sponsor of the event (N°1)
- 2 side plates sticker 25x18 cm with race number and sponsor of the event (N°2)

for quads:

- 1 rally plate stickers 25x18 cm with race number and sponsor of the event (N°1)
- 2 side plates sticker 28x18 cm on the ailerons with race number and sponsor of the event (N°2)

for all:

- 2 side plates sticker 12x12 cm compulsory with the advertising of the Organization (N°3)
- 2 side plates sticker 12x 8 cm compulsory with the advertising of the Organization (N°4)

-1 bib 26x30 cm (in full size) on the back with race number and sponsor of the event (N°5)

Missing or having a bad posting of a compulsory advertising at any moment of the race, will imply a penalty: -FIRST INFRACTION: penalty of 50% of the registration rate; the rider must deposit the money penalty in order to take the start at the next day leg.

-SECOND INFRACTION: disqualification

The Officer in Charge of Relations with Competitors, available at the Race Direction HQ -PC Course , will keep some emergency spare plates and stickers, for the whole duration of the Rally, in case of loss or damage. Competitor should ask in case he needs to replace any of them.



13. STARTING ORDER

13.1 ASSIGNING NUMBERS

Based on the Art. 080.6.1 FIM, the race numbers will be assigned as here following:

The 5 first numbers of each category will be allocated in the ascending order to the 5 first riders who scored points in the FIM Cross-Country Rallies World Championship/World Cup of the previous year.

The number will correspond to the final position of the rider. A rider who wants a specific number (a number above 5 and below 199) must make a request to the FIM Administration before 15 February of the year of the Championship.

Each Organiser will allocate the remaining free numbers to the other riders. However, they should when possible give a rider the same starting number this rider had if he rode previously in another round of the FIM Cross-Country Rallies World Championship of that year.

1. FIM World Championship 450cc -numbers from 1 to 99: plate with white background, black numbers
2. Quad – numbers from 100 to 150: plates wit White background, black numbers
3. Women: plates with purple background, white numbers
4. Junior: According to the category of your bike
- 5.- 450cc & Over 450cc (Atacama Rally Category) plates with yellow background, black numbers

13.2 MINIMUM GAP BETWEEN THE LAST MOTORBIKE AND THE 1st CAR:

The minimum gap between the ideal start time of the last motorbike and the start of the first car must be 30 minutes (decided by the Organizer).

13.3 STARTING ORDER:

13.3.1 STARTING ORDER OF SUPER SPECIAL (PROLOG)

All riders must take part in the Super Special Stage and results will count for the classification of the event as well as any road penalties relating thereto.

During the Super Special on Monday 22th August 2016, the competitors will start in the reverse order of the competition numbers.

Reconnaissance of the Super Special is permitted on Monday 22th August 2016, between 10:00 and 12:00, on foot.

13.3.2 – IF A SUPER SPECIAL STAGE (SSS) WAS HELD:

The starting order of the first Stage will be drawn up following the classification of the SSS: the 15 competitors who made the best times of the Super Special can choose their starting order for Stage 1. The first rider to choose will be the one who made the best time in the Super Special, followed by the second best time, up to the 15th time.

If no Super Special Stage (SSS) was held:

The starting order of the first Stage will be drawn up according to the provisional classification of the current World Cross Country Championship, or, for the first event of the season, the final classification of the previous year's Championship. In either case, the top 15 riders from this classification will start in reverse order (15, 14, 13, 12, 11, 10, 9, 8, 7, etc.). If one or several famous riders (at the jury discretion) are registered and do not appear on the provisional classification of current championship, they will start first.

In both cases, the first ten riders will start one by one every 2 minutes; the others will start (one by one or two by two) minute by minute or 30 seconds by 30 seconds.

13.4 START ORDER OF FOLLOWING STAGES and LAST LEG:

See FIM 2016 CCR World Championship Appendices Art. 080.17.4. Anyway, the first 10 riders will start each every 2 following minutes. The starting orders for the last Stage will be at the discretion of the organizers and published in the SR.

13.4.1 NO START OR ABANDON IN A SELECTIVE SECTION / LEG

A rider, who does not start a Leg, must still present himself / be represented by somebody at the start of the Leg or have informed the Clerk of the Course before the start of the Stage.

In this case, he will receive a penalty as follow:

See FIM 2016 CCR World Championship Appendices Art. 080. 17.8

-The repositioning is permitted, without penalties

-The reclosing is permitted. but with penalties

In no case can such a repositioned rider start in front of a rider appearing among the first ten in the starting list of the next stage.

Only the request presented by the Rider on the Official form given by the Clerk of Course will be accepted. The request needs to be done before 17h00 on the day prior to the stage.

In case the abandonment have been by accident, the rider will require a pass of the race doctor to be submitted to the Clerk of the Course at the latest in the morning before the start.

13.4.2 CROSSED OUT NUMBERS FOR RETIREMENT / DISQUALIFICATION

In case of retirement or disqualification, the rider has to cross out in black the number plates and the number of the race under penalty of a fine of 500 EUR and other possible sanctions pronounced by the FIM International Jury.

14. NAVIGATION AND ROAD BOOK

The Rally track is secret up to the delivery of the first stage Road Book and the GPS to competitors. Any scouting of the track is prohibited, under pain of disqualification. Road book, descriptions, legends and outlined maps of the first leg of the race will be delivered to riders at the Administrative checks. Then the road book of each following leg will be delivered every day. when the rider arrive to the Bivouac, or at the Race Secretariat.

Riders arriving at the bivouac over time, must look for the Race Secretariat.

Information given by the track openers are communicated to the competitors at the briefings and by postings.

14.1 OPEN ROUTE

Selective sections are develop on a route or off piste that not be reserved exclusively for competitors. It is recommended that the utmost caution with respect to other users that may appear interpestivamente.

14.2 OFFICIAL ITINERARY

The official route of the Rally is described in the road book given to the competitors and must be strictly followed, on pain of a penalty which may lead as far as disqualification from the rally.

The official itinerary of the Rally is defined by a number of WayPoints Visibles (of course given by the organization = WPV). All the GPS points will be considered as COMPULSORY passage points.

For all stages, the validation of each waypoint will be 90 meters.

In any case the competitor can force the GPS to address to another WPT, pushing the "WPT+" or "WPT-" button.

The penalty for missing waypoints and PCs is summarised in Art 22.5 of the SRs.

14.3 SPECIFIC ASSISTANCE ZONES IN THE SS

Each stage is provided with refuelling points according to autonomy obligations of bikes. These points will normally be in association with a passage control point (CP) at the intersection of a paved road or a petrol station and they are easily accessible to assistance vehicles.

The assistance zone may be different of the refuelling point, but in any case never in the same place ... refuelling zones are security zones and is not permitted the assistance. these will be held in exclusive zones, indicated in the road book of each stage.

In some cases a highway may be the separation between the refuelling zone and the assistance.

15. PROTECTING THE ENVIRONMENT

Each participant and/or team member is responsible for the waste generated by his team during the event.

The organizers will provide facilities for waste and used oil collection. It is strictly forbidden to empty onto the ground waste water or oil and any infraction to this rule will be reported to the International Jury who will fine the rider responsible a maximum of EUR 450€..

Where refueling or servicing of a motorcycle is being undertaken measures must be taken to protect the ground. Participants should use environmental mats or other suitable means to cover the ground. This is also compulsory when an electrical generator or any other device with a thermic engine is being refueled or serviced by the rider or the team.

Sensitive area around the Bivouac must be respected and details will be provided at the compulsory competitors briefing on Monday 22th August at 11:00.

Any infringement by the participant (who is responsible for his team) of the FIM Environmental Code can result in a fine, disqualification from the event or suspension, and may also result in the participant or rider being liable for any costs of rectification.

16. FUEL AUTONOMY

16.1 AUTONOMY

Racing vehicles should have a minimum self-sufficiency which allows them to run 250 km. Each competitor is responsible of his autonomy assessment and he cannot in any case, complain with the Organization if his vehicle is not capable to run the minimum distance of 250 km, whatever the terrain is. For safety reasons, it is recommended an autonomy of a supplementary 10%. The Organization has foreseen a refuelling point every 250 km at the most.

16.2 FUEL

The 95 and 97 octane petrol is available at the main petrol stations service of Chile. for diesel gasoil, is same condition.

On road sections where service stations can supply fuel it is the responsibility of the riders to fill up at their own expense.

17. TRAFFIC

Throughout the duration of the Rally the riders must strictly comply with the traffic regulations of CHILE. Any competitor who does not comply with these requirements will be penalized as follows:

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

2nd infringement: a time penalty of 1 hour;

3rd infringement: disqualification from the Rally.

The police or officials who record any infringement of the traffic regulations by a Rally rider must inform him/her of it in the same way as other road users. Should they decide not to stop the rider at fault, they may ask the Organisers to apply the penalties, provided that:

- a) Notification of the offence reaches the Organisers through the official channels and in a written note, before posting of the classification of the stage during which the offence was committed.
- b) The reports of offence are sufficiently detailed to ensure that the identity of the rider at fault is established without any doubt and that the places and times of the offence are perfectly correct.

The complaints are not capable of being variously interpreted.

17.1 CROSSING OF POPULATED AREAS

-Competitors

Speed of competitors while passing through populated areas, both along transfers as well as along Selective Sections, should be limited to 50 km/hr or less if specified by the local road signs. All areas considered dangerous for competitors or for the local people are indicated on the road book.

-Assistance vehicles

Speed of assistance vehicles through cities and villages crossed while following the assistance road-book, will be limited to 50 km/hr or less, if specified by the local road signs. Any excess is forbidden. Organization staff can proceed to check anytime and the International Jury Commissaries can settle on concerned penalties.

All violation of assistance vehicles will be assigned to their racing team.

17.2 MAXIMUM TIME ALLOWED and PASSAGE CONTROLS

See FIM 2016 CCR World Championship Appendices Art. 080.21.1 and Art. 080.22.

17.3 CLOSURE OF THE TRACK

See FIM 2016 CCR World Championship Appendices Art. 080.33.

17.4 FIXED PENALTIES (FP) / SPORTING PENALTIES (SP)

See FIM 2016 CCR World Championship Appendices Art. 080.17.8 and Art. 080.24.

The value of the fixed penalty for each leg is detailed on the time card of the route or in the first page of the road book. A fixed penalty (FP) is assigned for exceeding the maximum authorized time for a Selective Section, or for not having respected certain sporting rules. A sporting penalty (SP) is assigned to prevent the disqualification of a competitor.

18. INSURANCE

18.1 CIVIL RESPONSIBILITY

Entry rights include an insurance premium which covers the competitor civil liability towards third parties in accordance with Art. 110.11 of the Sporting Code. The Organization has subscribed a civil liability insurance policy for sporting event in accordance with the running legislation. The maximum Guarantee Liability amount is:

Bodily Injury

USD 10.000 per person USD 100.000 per occurrence

Property Damage

Limit of liability USD 3.000.--per occurrence USD 3.000.

(Bodily Injury and Property Damage) Jurisdiction According to the Chilean law

This policy does not cover stealing of the vehicles, spare parts, etc. Also in case of theft occurred in another city or country that not crossing the Rally, it is not possible to ascribe any responsibility to the Organization. The policy referred to these actual Regulations does not cover:

- Responsibility toward third parties for those competitors who are not holding an international licence.
- Responsibility of the competitor/driver toward another participant registered at the Rally. Participants and competitors registering at the Atacama Rally 2016 do so in full awareness of the risks the running of this competition could imply. Competitors and riders release FIM, the Organizers and the Race Officials from any civil and penal responsibility in case of physical or material accident occurred along the Atacama Rally 2016.

The Organizing Committee declines all responsibilities:

- On any consequence coming from violation of laws, regulations and precepts of the Country made by competitors which are exclusively at their charge.
- In case of upheaval, turmoil, demonstrations where participants and people on vehicles can suffer casualties, whose material, financial and sport consequences are at their sole charge.

Damages to rally and/or service cars as well as the liability of a crewmember towards other crewmembers are not covered by the insurance provided by the organisers.

Vehicles registered as assistance, press or accompanying V.I.P. guests, also holding their concerned plates, as well as the liability of a crewmember towards other crewmembers in any case cannot be considered as participants at the Cross Country Rally and they are therefore not covered by any civil responsibility insurance policy of the Rally. SUCH VEHICLES ARE UNDER THEIR OWNER'S RESPONSIBILITY.

18.2 REPATRIATION – MEDICAL EXPENSES

Medical and repatriation insurance (for international riders) is included in the registration values, complementary to mandatory personal insurance

18.3 PERSONAL ACCIDENT INSURANCE

According to Article 110.2 of the FIM Sporting Code

The rider must activate his own Federation or own private insurance for the medical expenses bore. It's recommended to competitors to undersign supplementary guarantees with their own insurance company.

19. ADMINISTRATIVE DUTIES

The technical, administrative and sports checks will take place on August 20th 2016 for national riders and August 21st 2016, for international riders. everyday the starting from 9.00 a.m. in Antofagasta, Chile. (TBA Place) schedule controls on both dates is free according to the timing informed.

Should he/she not respect the time, he'll be liable of the following penalties:

- The first 15' of delay = EUR 100€
- From 16' up to 1 hour of delay = EUR 150€
- Every following hour of delay = EUR 150€ x hour

A time control will be set at the entrance and at the exit of the Administrative Checks and at the entrance of the Technical Checks. Each vehicle not complying with or not respecting the Regulations of the race after the Technical Checks, could be shifted of category or could be refused to start (under decision of the Sporting Stewards Jury). In this latter case, his/her entry rights will not be reimbursed.

19.1 EACH COMPETITOR

Competitors are the only responsible for their documents validity in order to participate at the Rally on the Chilean territory. In no case the Organization could be considered responsible of the non-validity of such documents.

Competitors commit themselves on their good faith:

- To present documents perfectly in order. Photocopies, theft or loss reports will not be accepted.
- Each competitor must present the following original valid documents at the Administrative Checks:
- 2016 FIM Cross-Country Rallies World Championship licence
 - Bike driving licence according to type vehicle that drive during the race.
 - Valid passport or ID
 - A valid Starting Permit from his/her national federation to enter specifically this event, if the rider has an annual licence. If the rider has a "one event" licence issued by FMN this one is enough with no need of a Starting Permit
 - Homologated helmet, with indication of blood group
 - Receipt of registration paid rate
 - Photocopy of the transfer or deposit

Note: on-board cameras are forbidden on helmets and breastplates for safety reasons.

19.2 EACH MOTORBIKE

Must be presented at the Administrative and Technical Checks with the following original documents:

- Valid vehicle registration certificate
- Authorization of the vehicle owner if the registration certificate is not in the name of the rider Failing this, property of the vehicle must be anyway proved (invoice or purchase act).

Competitors must also present the following equipment for inspection:

- Helmet
- Neck protector (it's highly recommended but not compulsory)
- Riding kit
- GPS
- Sentinel
- Iritrack
- Signaling kit
- Additional water ration Camelback
- Spare engine for marking (if applicable) with a separate gearbox connected to it

-Silencer (motorcycles must pass the noise control test, carried out according to Art. 01.79 of the Cross-Country Rallies -- Technical Rules, during the scrutineering and marked by the organizer). The maximum limit of sound level, using 2 meters max method is fixed at 115dB/A, +2 dB/A before the race and at 117 + 1 dB/A during and after the race.

- Mobile telephone (recommended but not compulsory)
- Satelital telephone (recommended but not compulsory)
- Medical kit (recommended but not compulsory)

19.3 FINAL CHECKS

See FIM 2016 CCR World Championship Appendices Art. 080.35. Any protest shall be lodged according to procedure of the FIM Disciplinary and Arbitration Code. They shall be submitted in writing to the Clerk of the Course, within the required time limits, by the concerned competitors and not by third parties. Each complaint should refer only to one single matter and it must be accompanied by the security deposit currently applicable, that will not be returned if the complaint is rejected (see Art. 4 of the Disciplinary and Arbitration Code). Furthermore, if the protest calls for the dismantling and refitting of various parts of a motorcycle, the complainant shall pay an additional security deposit. Concerned competitors must be heard by the International Jury.

20. CLASSIFICATION

See FIM 2016 CCR World Championship Appendices Art. 080.34.

20.1 PRIZE AND TROPHY LIST GENERAL CLASSIFICATION:

1st BIKE 1 trophy + prize 2nd and 3rd BIKE 1 trophy each

450cc FIM World Championship Category:

1st BIKE 1 trophy 2nd and 3rd BIKE 1 trophy each



Women Category:

1st WOMEN 1 trophy 2nd and 3rd WOMEN 1 trophy each

Junior Category:

1st JUNIOR 1 trophy 2nd and 3rd JUNIOR 1 trophy each

Quads Category:

1st QUAD 1 trophy 2nd and 3rd QUAD 1 trophy each

Other Awards

Category 450cc of the rookie riders (Amateurs)

1st BIKE 1 trophy 2nd and 3rd BIKE 1 trophy each

Category 450 & over 450 Atacama Rally

1st BIKE 1 trophy 2nd and 3rd BIKE 1 trophy each

Category Quads Atacama Rally

1st BIKE 1 trophy 2nd and 3rd BIKE 1 trophy each

Revelation rider: 1 trophy

Best Assistance: 1 trophy

Fair Play: 1 trophy

20.2 PRIZE GIVING CEREMONY

The Prize Giving Ceremony will take place in the evening of August 27th, 2016 at the final podium in Copiapó City. The organization may change the place of the ceremony award, communicating at the briefing before at the finish and published in the official boards.

21. COMPULSORY SAFETY EQUIPMENT

21.1 GPS UNIK 1 and SENTINEL

This appliance must be mounted according to the instructions supplied in the website www.atacamarally.com It's up to the competitors to proceed to install it mechanically and electrically according to rules before the technical checks with the help of the mounting kit supplied by the company mentioned in the Supplementary Regulations.

This device is personalized: a series number is given to the competitor, no changes must be done without the authorization of the concerned GPS supplier.

The Sentinel System (not integrated into the gps) it's used to ensure the overtaking among competitors: this Alarm System from vehicle to vehicle (a device that allows to signal a competitor that he will be overtaken) is compulsory for all categories.



All changes of devices among vehicles are forbidden, under pain of penalties that can go as far as the exclusion from the race. The system foreseen for the Atacama Rally 2016 is the GPS UNIK 1 – And SENTINEL system of the "+ Eventos" company. All racing competitors must be equipped with this appliance in order to pass the technical checks. The Sentinel System must be functioning along each stage. The starting of this material is under the responsibility of competitors. Failing this device functioning, a penalty of one hour will be assigned to the pilots at each control. A pilot who has received many sound alarms by another pilot who is following him, and doesn't allow the second one to overtake, could be penalized according to Sport Stewards discretion.

The GPS Unik 1 rental is included in the registration rates. For any consult please contact to: Mr. Matias Dalmaso e-mail: matiasdalmaso@maseventos.com.ar

This equipment will be delivered and installed along the technical and administratives checks scheduled on August 20th and 21st, 2016 and it must be returned at the end of the race on August 27th, 2016. The manuals is downloadable from the website www.atacamarally.com at the menú "Atacama Rally" and sub-menú "Safety". In case of complaint, a backup and a check of data of his device will be made.

It's prohibited using any other GPS, that the delivered by organización, during the race.

21.2 SATELLITE TRACKING SYSTEMS

The Iritrack system is a complete safety monitoring system which uses all known communication appliance such as satellite phone, SMS, data. It's a system that allows follow vehicles by satellite, and make immediate and direct phone calls between the competitor and the HQ Rally direction (used only in emergencies but should always be on). Alarms and alerts can be activated automatically or manually.

A) Automatic mode:

- 1- Violent shock alarm (decelerometer), followed by a stop of 3 minutes.
- 2- abnormal inclinations (inclinometer), followed by a stop of 3 minutes.

B) Manual mode:

- **Blue button:** Call to HQ Rally Direction
- **Red button:** Accident with injuries
- **Green button:** Accident without injuries or mechanical problems.



21.3 ACCESORY

Accessories that make up the installation kit are your responsibility and they are account by each competitor, these are for you. Each participant must have the installation kit of each equipment; which have cost approximately of:

GPS KIT

Bike/Quad: USD \$ 325

IRITRACK KIT

Bike/Quad: USD \$ 300

SENTINEL KIT

Full Bike / quads: USD\$ 225

Sillentblock x4 USD \$ 20

Kit iritrack +GPS + Sentinel USD\$ 850

21.4 RENTAL AND GUARANTEE

The Iritrack rental is included in the registration rates. It is compulsory for all racing vehicles. For any consult please contact to: Mr. Matias Dalmasso e-mail: matiasdalmasso@maseventos.com.ar

This equipment will be delivered and installed along the technical and administratives checks scheduled on August 29st and 21th , 2016 and it must be returned at the end of the race on August 27th, 2016. The manuals is downloadable from the website www.atacamarally.com at the menú "Atacama Rally" and sub-menú "Safety".

During the administrative checks, each competitor will be requested a suretyship of € 2.000 (or its equivalent in Chilean pesos), which can be done with coupon of credit card or cash, to ensure the return of material in good operating condition. This guarantee will take the company + Eventos by express authorization of Atacama Race Sport SpA, in order to safeguard the return and proper use of leased equipment.

The equipment must be returned at the end of the rally or at the time of abandonment, to the organization. If not returned for the final day of the Rally - August 27th, 2016- in Copiapó, the equipment must be returned to the secretariat of Atacama Rally Sport (see Art. 5 of the SRs) As soon as possible. An ammount of EUR 50€, which will be charged for each day of delay after the August 27th, 2016 to refuse to pay these amounts for backwardness, the guarantee deposit will be paid.

In case of damage or loss of some accessories used for the operation of the equipments, the replacement of these will be charge by the competitor.

The guarantee will be refunded within 20 days after the event, once that conditions the equipments returned to the organization is controlled.

The Iritrack and GPS must imperatively be connected **directly to the battery** (bypassing by short current) for a possible operation with the engine off. Otherwise, the competitor must make their bike conform to pass the technical scrutineering.

22. PENALTIES

Standard Penalty (PF): Each PF will represent a penalty of **2 hours**.

Sporting Penalty (PS): Each PS will represent a penalty of **2 hours**.

Maximum number of PS to score points: **2**

22.1 FIXED PENALTY

A fixed penalti (FP) of 2 hours will be applied to competitors who fail to complete a section within the maximum time allowed for that section.

A sporting penalti (SP) of 2 hours will be applied to competitors who miss or fail to complete a section.

A liaison penalti (LP) of the each day will be published before the race Art. 80.21.1

22.2 NO START OR ABANDON IN A SELECTIVE SECTION/LEG

See FIM 2016 CCR World Championship Appendices Art. 080. 17.8

22.3 PASSAGE CONTROLS PENALTIES

All controls must be passed in the order defined by the Road Book. In the Passage Control Zone the speed will be reduce to 50 Km/h maximum.

Competitors are required to stop within the Passage Control Zone to have the Time Card stamped by the PC Controller.

Failure to visit any Passage Control will result in a time penalty as in art. 080.22.3 :

Missing a CP and missing the WPS: 120'

Missing stamp at a CP: 5'

The controller at each PC will record the time of entry of each competitor in minutes and seconds. In the event the Special Stage is shortened, due to 'force majeure' the times recorded at the last Passage Control will determine the finish times of that Selective.

22.4 CLAIMS

Any participant may submit a claim with the Jury if considered to have been disadvantaged with a penalty or has not sanctioned any situation that warrants it to apply. To begin the grievance process, the rider or team manager must submit in writing the relevant claim, plus a deposit of EUR 200€. If the jury given rise the claim, the money will be returned to the claimant. Otherwise it will not be returned. The stewards must solve the case presented within a maximum of 24 hours from the time the claim was presented.

22.4 SUMMARY OF PENALTIES

SUMMARY OF THE PENALTIES	Art. N°	Start refused	Disqualification	Time penalty	Financial penalty	Decisions Penalties Sanctions of the JI
Refusal of the organisers advertising	Art. 080.4				100% of the entry fee	
Invalid licence	Art. 080.6	X				
Anti-sport, unfair, incorrect or fraudulent action	Art. 080.6					Sanctions of the JI
Motorcycle not registered	Art. 080.7	X				
Engine change 1 st change 2 nd change 3 rd and following change	Art. 080.7.3			15' 45' 120'		
Absence or incorrect affixing of a number plate	Art. 080.7.4			X		Specified in the SR
Absence or incorrect affixing of at least two plates or the bib	Art. 080.7.4	X		X		
Absence or falsification of an identification mark	Art. 080.8.2.1		X			
Absence of the identification marks	Art. 080.8.2.1		X			
Refusal to present the machine to a technical control	Art. 080.8.3					Up to disqualification

SUMMARY OF THE PENALTIES	Art. N°	Start refused	Disqualification	Time penalty	Financial penalty	Decisions Penalties Sanctions of the JI
Non-respect of the maximum sound level during the event 1 st infringement 2 nd infringement 3 rd infringement	Art. 080.8.3			15' 1h		Disqualification
Passing at more than 200m of a WP given by the organiser	Art. 080.11.2			X		Specified in the SR
Use of the GPS releasing code "5555 Emergency"	Art. 080.11.5			6 hours		
Use of the GPS releasing code "WPM" 1 st to 3 rd use: from 4 th use:	Art. 080.11.5			3 hours 6 hours		Per use
Traffic regulations of the countries through which the event passes not respected 1 st infringement 2 nd infringement 3 rd infringement	Art. 080.12			30' 1 h		Up to disqualification
Insufficiency of the rest period between two stages and unfavourable doctor's opinion	Art. 080.13	X				
Itinerary not respected	Art. 080.15		X	X		Up to disqualification

SUMMARY OF THE PENALTIES	Art. N°	Start refused	Disqualification	Time penalty	Financial penalty	Decisions Penalties Sanctions of the JI
Itinerary not respected in sensitive areas of a Selective Section	Art. 080.15					
1 st infringement				15'		
Deliberately blocking the overtaking of a motorcycle	Art. 080.15					Up to disqualification
Riding in the opposite direction in a Selective Section	Art. 080.15		X	X		Up to disqualification
Remaining for more than 30" after the starting signal	Art. 080.15.1			2'		
Early start	Art. 080.15.1			1'		
Rider not presenting his motorcycle with engine running	Art. 080.15.1			1' by mn late		
Refusal to start at the time and position given	Art. 080.15.1		X	X		Up to disqualification
Voluntary stop in the arrival area of a Selective Section	Art. 080.15.2		X			
Excess of the authorised speed	Art. 080.16					Accord. to Art.
Lateness on the theoretic time at the stage departure	Art. 080.17.1					
Up to 30' or 60' Over 30' or 60'			X	1' by mn delay		

SUMMARY OF THE PENALTIES	Art. N°	Start refused	Disqualification	Time penalty	Financial penalty	Decisions Penalties Sanctions of the JI
Absence of the visa in a CP	Art. 080.22.3			X		Accord. to Art.
No start or abandon in a Selective Section/stage	Art. 080.17.8					Accord. to Art.
Assistance and towing of motorcycles in a Selective Section	Art. 080.18.2		X			
Assistance in a Road Section	Art. 080.18.2			3h		Except if authorised in the SR
Prohibited assistance	Art. 080.18.3					Up to disqualification
Correction/ alteration of the time card	Art. 080.19		X			
Loss of the time card	Art. 080.19			5'		
Passing at a control without the motorcycle	Art. 080.19		X			
Instructions of the Chief of the control point not respected	Art. 080.20		X	X		Up to disqualification
Non-respect of the entry, exit and the direction of the traffic in the zone	Art. 080.20					
1 st infringement				10'		
2 nd infringement				1 h		
3 rd infringement				3 h		

SUMMARY OF THE PENALTIES	Art. N°	Start refused	Disqualification	Time penalty	Financial penalty	Decisions Penalties Sanctions of the JI
Behind or ahead of schedule at a TC after a Road Section (except arrival of a stage, no penalty for ahead of schedule)	Art. 080.21			1' by mn		
Failure to observe Parc Fermé orders	Art. 080.25		X			
Failure to possess a part or all of the survival equipment	Art. 080.28					
The first 30'				1' by mn		
More than 30' or 60'						Start refused
Non-declaration of abandonment	Art. 080.32				Fine of 500 EUR to 3'000 EUR	Request of sanction to the FMN's rider
Refusal to cross out the number plates after abandonment/ disqualification	Art. 080.32				Fine of 500 EUR	Request of sanction to the FMN' rider

23. SAFETY PLAN

In case of emergency, the competitor can use the Iritrack System for a rescue call, with pushing the button according to the given instructions reported on the first page of the first leg Road Book. He can also speak with the Race Direction PC Course through the same system. Through the same system, pressing the emergency button is possible to send the rescue request by satellite system, both day and night.

It's recommended take a Satellite Phone, trough of Atacama Rally, the riders can rent a Satellite Phone, But is necessary request before on July 30th, 2016. at the secretariat sportive secretaria@atacamarally.com

The track of the race of the Atacama Rally 2016 It's from south to north and develops between the mountains and the sea. The route cross some minors villages, which will be duly indicated with DZ & FZ and speed limited.

Routes of liason and neutralizations shall be regulated by radar zones permanent.

The chilean police and/or the organization teams will be in crossroads point to guard the race and the population.

The Bivouacs will be placed next to populated areas, with the possibility that the teams can take Hotels. All participants in 2016 Atacama Rally, should respect the speed into the bivouac which is limited to 30 km/h.

In August, the weather conditions of Chile is the end of the winter season. The chances of rain in the Atacama Desert are low but care must be taken to moderate to high temperatures in the day and low at night.

The rescue phone number will be written over the dossiers given and the bracelet to all competitors at Administrative checks or sent by email before the start.

ASSISTANCE IN CASE OF ACCIDENT

The main duty of a competitor witnessing an accident is to inform at his earliest the medical service stations or any Organization's control point. The competitor witnessing an accident which can be dangerous for any other competitor, can use his own Iritrack system, without facing any sport or economic penalty.

NOTE: the Organization is not in any case responsible for the damage and/or loss of any equipment or personal belongings of a pilot rescued by the Organization staff and vehicles.

See also: 2016 Atacama Rally Safety Plan

23.1 HELICOPTER RESCUE

The organization helicopter are exclusively used for rescue purposes. It's operative and ready to take off when the leg starts.

According to demand, they fly following at low altitude the rally on the track and they are able to answer emergencies also by changing their flight plan when they are needed to suddenly attend an accident, rescue a competitor and transport him to the Medical Centre or ambulance depending on the severity of the accident.

The helicopter it's placed on the rally route and has one doctor and one paramedic on board (both specialized in rescue) supplied with first aid equipment apt to attend all emergencies.

The Helicopter are in permanent contact with the HQ Rally Direction and with the other medical vehicles. The Helicopter are also equipped with the Iritrack.

The way to transport injured pilots, are subject to the decision of the Medical Officer in Chief who will evaluate the medical conditions of the injured and evaluate the need of a urgent transportation also in view of a long absence of a helicopter, time difficult to be established in advance, which could condition the rescue potential for other competitors still on the track. The helicopter and medical cars are carrying the same medical and rescue equipment including an ECG/defibrillator and spinal immobilizer, one portable suction machine and one respiratory fan as well as a doctor qualified in resuscitation and a paramedic.

One rider to activate the rescue plan or be rescued by other reasons (non-medical) from the special section must pay the flight hours used by the helicopter (valued at USD 2.600 per hour) for having activated an emergency plan not applicable. (Eg: fuel, mechanical trouble, flat tire, etc.)

23.2 LAND MEDICAL SYSTEM

The medical crew of the Atacama Rally counts also on the availability of rescue intervention means as prescribed by the Art. 080.27 of FIM 2016 CCR World Championship Appendices They are:

- Medical Post
- Helicopter
- Several 4x4 off-road Tango vehicles.

The vehicles are positioned according to the Sporting Code prescriptions, they are also adjusted to the particular type of rally, featured by the desert territory and by the many different zones, by the running conditions of the rally and by the legs duration.

The Medical post is the main medical reference of the Rally and it is located at the finish bivouac, ready to be operative since the leg of the day is starting with the first bike in the morning. It is positioned on the side of and always in touch with the Rally Direction – HQ Rally. At the end of the day, once all medical assistance and organization services are done, the medical post move to the finish of the following leg in order to be ready for its duty at the time of start of the first bike of the next leg. An emergency specialist and other specialized staff are always available at the Medical post, among which an intensive care qualified doctor and several Paramedic.

The Medical post is equipped with all needed supplementary medications, including a defibrillator and spinal immobilizer and it also has a tent for sun - shading minor injured pilots and some stretchers, plus first aid supply same as the rescue vehicles and the Helicopter have. An extra room is provided on board for the most severe injured.

23.3 COMPOSITION OF THE MEDICAL STAFF

The medical staff is composed by several doctors with a specific qualification for first aid intervention and by specialized doctors in orthopedics, surgery and anesthesia and by qualified paramedic.

Chief medical officer is Miguel Acevedo

A – MEDICAL EQUIPMENT Each competitor must be equipped with a first-aid medical kit: **See Art. 080.27.1 of 2016 FIM CCR Appendices.**

B – SURVIVAL EQUIPMENT Each competitor must compulsorily load his vehicle with the survival equipment: **See Art. 080.28 of 2016 FIM CCR Appendices**



In case of loss, for any reason, of the compulsory safety devices (Iritrack / GPS / Sentinel) competitor is the only one responsible against the supplying companies.

The competitors cannot attend the start of one leg without these compulsory survival equipments, as they can be refused the start by the Clerk of the Course, until they comply with these requests and they might be charged one penalty by the Stewards' Jury which can go as far as the exclusion from the race in case of repeated infringements.

The safety and survival equipments must be accessible without having to be dismantled in order for the Commissaries to check them at each leg start.

Transport of fuel in any other way than in fuel tanks designed for this purpose is forbidden. Similarly, transport of objects, parts, tools... susceptible to cause injuries to a rider (back pack, belt...) is forbidden. Failure to respect this rule will result in the start being refused.

C-BACK SHIELD

The use of a vest with hard back shield is strongly recommended, such as "AIRBACK SPIDI" or "DAINESE BAP" or "PROTEZIONE SCHIENA UFO" or similar. Protection must be effective all over the back.

On-board cameras are forbidden on helmets and breastplates for safety reasons.



GENERAL INFO

1. FORMALITIES

Attention: passport must be at least 6 months valid. Documents of the vehicles must be in line with the rules together with the list of transported material.

2. AIR TRANSPORT

Competitors must purchase their air ticket with their favorite air company. The only obligations they have is to attend their call time on the day of administrative, sport and technical checks in Antofagasta Chile.

The flight to Chile is advised on Friday, August 19th, 2016. arrive on August 20th those people that fly to Europe. In Santiago International Airport should take connection to Antofagasta. distant 1,378 km from Santiago. (Flight time 2 hours). All who need to go to collect their vehicle from Valparaíso Port, or Santiago Airport need think one day before.

the customs, work from Monday to Friday to 9:00 to 17:00hrs

The flight from Chile is advised on Sunday, August 28th, 2016, according to destination, or on Monday, August 29th, if you have to deliver your vehicle to the customs. check timetables and connections of their domestic and international flights

The rally finish in Copiapó and you think a flight from this city to Santiago. (Distant to 800 km from Santiago / Flight Time: 1 hour)

3. HOTEL

Participants in Atacama Rally 2016, are free to choose your accommodation in a hotel or stay in the Bivouac. In Antofagasta city, for administrative and technical checks and Leg 1 / Bahía Inglesa for Leg 2,3, 4 & 5 / Copiapó for the ceremony and closing party (Copiapó is distant to 70km from Bahía Inglesa)

The organization will publish a list of the hotel in each city where arrive the leg.

4. ADVICES

Don't forget: sleeping bag, tent, mat, torch or front light, sunglasses and alarm clock.

For any further info, see website
www.atacamarally.com