



SPECIFIC REGULATIONS

CAR / TRUCK

www.africarace.com

Changes from the 2018 Regulations are highlighted in pink

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The numbering of the articles of this Specific Regulation corresponds to the F.I.A. General Prescriptions.

The articles of the specific regulation appear with a P.

You must consult:

The General Prescriptions applicable to Cross-Countries Rallies and its Appendix.

The appendices J ART 281 / 282 / 283 / 284 / 285 / 286/ 287.

On the website www.fia.com / Sport section, Regulations, FIA Cross-Country Rallies

1P – CHARACTERISTICS OF THE EVENT

1P1 - The “Association Sportive Déserts Aventures” is organising, in conjunction with SARL OCT, the 11th Cross Country Rally, named for 2019, the « AFRICA ECO RACE », an international event to be held from December 30th 2018 to January 13th 2019, under the aegis of the Federation Internationale Automobile, of the Federation Française du Sport Automobile and of the ASN’s of the country to be crossed: Morocco, Mauritania and Senegal.

Visa number : 13

Only the French version of these current specific regulations will be applicable.

In the case of legal litigation, France will be the sole country where cases may be judged before a tribunal and French law the only one applicable.

The Organiser delegates the entire authority and the sporting power to the Event Officials, these being responsible of the respect and application of the present Regulations and its appendices.

1.2 P – EVENT SCHEDULE

November 15th 2018	Closing of entries
December 28 th & 29th 2018	Administrative and technical checks in Menton – Stade Rondelli Parc Fermé in Monaco – Quai Antoine 1 ^{er}
December 30th 2018	9:00 AM: Official start of the rally from Monaco – Quai Antoine 1er Transfer to Sète harbour 4:00 PM: Boat embarkation from Sète for Nador
December 31 st 2018	10:00 AM: Delivery of the road book – Deck 8 11:00 AM: General briefing – Deck 8 1st Stewards meeting Posting of the pilots allowed to start
January 1 st 2019	Arrival of the boat in Nador (Morocco) and start of the first leg
January 6 th 2019	Resting day in Dakhla, Morocco
January 13th 2019	Leg n°12 and arrival at the Lac Rose – Dakar – Senegal Prize giving at the Lac Rose The schedule of the last stage including the starting order will be announced by a bulletin Posting of the official classification at the KING FAHD PALACE Hotel - Dakar
January 14th 2019	Boarding of the vehicles in Dakar (to Europe).

Locations and times will be issued by a bulletin.

Cars and trucks will start minimum 30 minutes after the start of the last motorcycle of all the legs. A new different starting order may be decided by the Stewards meeting on the Clerk of the Course proposal.

1P3 - POSTING

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

- On December 28th & 29th 2018 at the administrative checks hall.
- On December 30th & 31st 2018, on the boat, Information deck.
- From January 1st to 12th 2018, at the bivouac, catering tent.
- On January 13th 2019 at the Rally HQ Hotel in Dakar at the KING FAHD PALACE Hotel.

1P4 – ORGANISER’S COMMITTEE

Sporting Director:	René METGE
General Coordinator and Logistic:	Anthony SCHLESSER
A.S.A. Déserts Aventures President:	Régis SELLIER

1P5 – COMPETITORS’ DEPARTMENT

From Monday to Friday, from 9am to 1pm and from 2pm to 6pm.

Véronique CAIRE : E-mail : concurrents@africarace.com

GSM : +377 6 40 62 86 03

1P6 - WEBSITE

All the informations about the rally are on the website: www.theracetodakar.com

4P – DEFINITIONS

4P2 - BRIEFING

- a) A general briefing, with all the competitors and services, will be held on the boat SETE/NADOR, December 31st 2018, at 11:00AM – Deck 8. The presence of each rider compulsory on pain of a penalty of 100€.
- b) During the rally, a briefing will be held every evening at the bivouac at 8 PM in the catering area.
- c) On the resting day, the briefing will be held at 7 PM in the catering area.

4P3 – BIVOUAC

a) The bivouac zone will be determinate by an imaginary circle, the center of which will be the Rally HQ and the catering area. The Rally HQ will be operational as long as a competitor is still in the leg.

b) Zone situated between the Time Controls at the Finish of one Stage and the Start of the next, where all Competitors regroup; this zone is located in the Road Book. In the Bivouac, servicing is free between the Competitors still in the race and with vehicles and/or people registered in the Service category. It is a closed area, checked and secured, reserved for private use during the AFRICA ECO RACE, whose access is exclusively and uniquely for persons who have been accredited by the organisation, as well as representatives of local public authorities.

c) Servicing in a closed and/or private place is not authorized, on pain of penalties to be decided upon by the College of Sporting Stewards. After having checked in at the time control at the end of the leg, competitors or team members may take race vehicles out of the bivouac for refuelling, cleaning or for testing. All tests must be done outside of the route of selective sections. **During these tests the Iritrack must be switched on.**

d) It is forbidden to circulate at excessive speeds (more than 20km/h) and/or to drive dangerously in the bivouac area, on pain of penalties up to and including disqualification from the race, to be decided upon by the College of Sporting Stewards.

e) **At the bivouac, on parked vehicles, it is forbidden to turn the motors on, on pain of penalty at the discretion of the Stewards.**

4P6 - CREW

Crew will make up of a maximum of one driver and one co-driver for the car, of 3 persons for the trucks. All the crews must hold an FIA driver's and entrant's licence for the current year and valid for the event, and driver's licence matching the type of vehicle. For the trucks, at least 2 members of the crew must hold the driver's licence matching the type of vehicle.

4P12 - 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 a FZ. A second infringement will come about when one or more instances of speeding have occurred inside a new speed control. In case of a repeated offence during the Event, the 3rd infringement (in 3 different zones) will may result in penalties that may go as far as disqualification, depending on the excess speed noted to be decided upon by the College of Sporting Stewards.

4P13 - FIXED PENALTY

The value of the fixed penalty will be written on the itinerary chart given during the administrative checks.

The total time attributed to the competitor affected by the fixed penalty, for each leg, will be calculated by adding together the maximum time authorised for the selective section or road section not covered, increased by the fixed penalty of the day for any missing passage controls and waypoints.

4P14 - ROAD BOOK

Each crew shall receive a road book, size A5, comprising a maximum of 5 horizontal lines of distances, drawings and information, containing characteristic notes and the passage points GPS (WPT, Passage Controls) which they must observe on pain of penalties which may go as far as disqualification to be decided upon by the College of Sporting Stewards

4P15 - SELECTIVE SECTIONS

The selective sections will be covered on road section or open track. Caution is necessary.

4P16 - TARGET TIME

Any crew arriving ahead or after the target time on the road section will incur a penalty given to the minute.

4P17 - MAXIMUM TIME ALLOWED

Exceeding the maximum time allowed will incur the application of the fixed penalty or penalties which may go as far as disqualification to be decided upon by the College of Sporting Stewards. At that moment the control is said to be closed for the competitor concerned.

5P – OFFICIALS

5P2 – OFFICIAL LIST

President of the College of Sporting Stewards:	Giorgio MORETTI
Sporting Steward:	Joël BOURCIER
Sporting Steward:	René METGE
Clerk of the course:	Nicole BONNET
Deputy clerk of the course:	Daniel LENGLET
Crews' Relations Officer:	Nadège ROBILLARD and Véronique CAIRE
Secretary for the meeting:	Nadège ROBILLARD
Chief medical officer:	Pierre GAILLARD
Scrutineer:	Serge LARQUEY

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

6P – REGULATIONS AND PUBLICATION

6P1 – DEFINITION

The event is disputed in conformity with:

- a) The International Sporting Code of the FIA (the Code) and its appendices,
- b) The FIA General Prescriptions Cross Country Rallies, and specific appendices,
- c) The FIA Appendix J: articles 281, 282, 283, 284 (T2), 285 (T1), 286 (T3), 287 (T4). Vehicles conformed to the 2009 regulations will allowed to start the AFRICA ECO RACE.
- d) The FFSA regulations,
- e) Theses current regulations,
- f) The Score regulation (OPEN) 2010-2015 Off Road Rules and regulations (for parts mentioned in the technical regulations in appendix).

Modifications will be announced in a bulletin.

6P2 - Any protests concerning this application or any case not provided for will be studied by the Stewards who alone have the power to decide.

6P3 – RULE IN FORCE OF THE CROSSED COUNTRIES

Competitors should purely respect the rules in force of the crossed countries, and without being thorough, the rules about the drive code, the hygiene, the security and the environment.

6P4 - LITIGES

In case of litigation, the Clerk of the Course and the College of Sporting Stewards may take into consideration television images, photographs and data downloaded from « Tracking », GPSs / Vehicle to vehicle Alarm System.

6P5- REGULATIONS

The regulations approved by the FFSA will be published on www.africarace.com and be given at the checks to the entered competitors and the event officials in printed form.

7P – AMENDMENTS TO THE REGULATION - BULLETINS

7P3 - These bulletins will be posted at Rally HQ, and on the official notice board. They will also be directly communicated to the crews as soon as possible, who must acknowledge receipt by signature.

7P4 - These bulletins will be printed on yellow paper. The pages will be numbered (ex: 2/4, etc.).

8P – APPLICATION AND INTERPRETATION OF THE REGULATIONS

8P3 - The official language will be French and all the official documents will be translated at least in English. In the event of any dispute concerning the interpretation of the Regulations, only the French text will be binding. Anything not authorised by these specific regulations is forbidden.

9P – ELIGIBLE VEHICLES

9P1 - GENERAL

The event is open to vehicles of a maximum gross weight less or equal to 3500 kg for T1, T2 and T3 Groups, and higher to 3500 kg for T4, in due possession of registration certificate. The vehicles must comply with the safety specifications laid down by the International Convention on Road Traffic, as well as the safety specifications laid down by the FIA Regulations.

GROUP T1: MODIFIED CROSS-COUNTRY VEHICLES

Class T1.1: Petrol 4x4 modified cross-country vehicles

Class T1.2: Diesel 4x4 modified cross-country vehicles

Class T1.3: Petrol 4x2 modified cross-country vehicles

Class T1.4: Diesel 4x2 modified cross-country vehicles

GROUP T2: SERIES CROSS-COUNTRY PRODUCTION VEHICLES

Class T2.1: Petrol cross-country series production vehicles

Class T2.2: Diesel cross-country series production vehicles

GROUP T3: IMPROVED CROSS-COUNTRY VEHICLES - LIGHTWEIGHT

Group T3.1: Light weight 4x4 vehicle conforming to art.286, Appendix J FIA

Group T3.2: Light weight 4x2 vehicle conforming to art.286, Appendix J FIA

SSV : Side by Side Vehicle

GROUP « OPEN »

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

Group OP.1: All vehicles conforming to Score Regulations

Group OP.2: 4-wheel drive vehicles more than 2.8 tonnes and less than 2.20 metres wide (more information about the technical regulations are explained in the appendices)

GROUP T4: TRUCKS

Group T4.1: 10 000cc or over

Group T4.2: less 10 000cc

There will be a special classification for:

- Two wheel-drive vehicles,
- 2 rigid axles vehicles (Open or not),
- T3,
- T4 Trucks.

9P2- Series production vehicles which are no longer homologated in Group T2 may be authorised to take part in Group T1 with a T2 safety and preparation level. Vehicles must fully respect Article 284 (Group T2) and must not have any superior characteristics than Group T1.

9P3 - 4-WHEEL DRIVE VEHICLE WITH CENTRAL OR REAR ENGINE

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

9P4 - ELIGIBILITY OF SCORE VEHICLE IN GROUP T1

The vehicles « SCORE » may be accepted in Group T1. To get some technical information, look at the technical chapter of this regulation (Appendix N°6) and at the Appendix J of the FIA Code.

9P5 - ELIGIBILITY OF "RE-CREATION" VEHICLES

The re-creation cars are allowed until the 1990s (included). The petrol engines have to be only atmospheric. Only suspensions can be improved. The tires must not exceed a diameter of 780 mm. These vehicles are allowed to enter and participate to the event on presentation of a brief which will be submitted to the organisation three months before the event.

11 P – ENTRIES

11P1 – DEMAND

- Is admitted by invitation anyone over 18.
- Anybody wishing to take part in the event must register on line on the AFRICA ECO RACE website, www.africarace.com
- To be valid, registration application must be accompanied by the amount of the entry fees and copies of their documents.
- Applications are one a “first come, first serve” basis.
- By the fact of signing the entry form, the competitor submits himself to the sporting jurisdictions specified in the Sporting Code and the Regulations of the event.
- Crew members enter the AFRICA ECO RACE in full knowledge of the risks that taking part in this Event may incur. They give up the organizers of any penal liability for personal injury or material damage during the AFRICA ECO RACE 2019.

Competitors, drivers or co-drivers of a different nationality of the organisers’ ASN must comply with Article 70 of the Code. All competitors must have a written authorisation to race from their respective ASN.

11P2 – RACE ENTRY FEES

Entering date	Forfait Pilot+Copilot + Car*	Forfait Pilot+Copilo+Navigator + Truck**
Before 30 juin	18 900 €	28 300 €
Before september 15th	20 300 €	30 500 €
Before november 15th	22 500 €	33 700 €

These rates are valid for vehicles less than 1.9m high and less than 5m long.

*Vehicle 1.9m high and over will have to pay an extra amount of 650€.

*Vehicle 5m long and over will have to pay an extra amount of 650€ per M/L

** Trucks 7m long and over will have to pay an extra amount of 650€ par M/L.

Price including

- Sporting fees for the competitor(s),
- Boat transport Sete / Nador for passenger (s), in an interior cabin to be shared with 3 other persons and meals at the self,
- Boat transport one way Sete / Nador for the vehicle,
- Bivouacs in Africa,
- Accommodation on bivouacs (breakfast, packed lunch, dinner) and lunch at the Lac Rose,
- Prize-giving ceremony at Lac Rose,
- Boat transport way back Dakar / France for the vehicle,
- Mauritanian visa,
- Vehicle insurance in Mauritania and Senegal,

- Medical assistance, osteopaths,
- Medical repatriation insurance back to Europe,
- Civil responsibility insurance of the organizers.

Only the reception of your bank transfer copy corresponding to the registration fees first part will have value of entry file creation.

Respect of the payment schedule

PAYMENT DEADLINES MUST BE RESPECTED.

The non-respect of the payment deadlines will be subject to the superior registration fees and will be increased by a penalty of 10 %.

The organizer reserves the right to cancel registrations that have not been paid in full by November 15th 2018.

The final list of crew members must be submitted before November 15th 2018.

Modification of names or vehicle

Any changes to the list made after this date will incur additional fees of 300 euros.

Closing of entries: November 15th 2018.

11P3 – PAYMENT

Payments for entries must be made by SWIFT bank transfer (bank account reference of O.C.T. are notified on the entry form). Competitors must write the entry references on the bank transfer (Name or Team name).

Only the reception of your bank transfer copy corresponding to the registration fees first part will have value of entry file creation.

The organizer reserves the right to cancel registrations that have not been paid in full by November 15th 2017.

Start of the race will be refused to any competitor who will not pay his entire entry fees and his deposit amount.

Bank details:

IBAN: LU83 0027 1913 2000 6700

BIC / SWIFT CODE: BILLULL

Owner of the account : ORGANISATION DE COMPETITIONS ET DE TOURISME SARL

Bank address: DEXIA -69 Route d'Esch - L-2953 Luxembourg

Invoice:

One bill will be sent to each team after the rally, made out to One payer's name and address detailing all services provided by O.C.T.

11P4 – DEPOSIT

a) For each vehicle, a deposit given by the crews will be compulsory (each member of the crew will stand surety for them), only if they guarantee to respect the obligation below:

- Obligation to **inform in the case of retirement the organisation** by all possible means (Article 8-5). The mean to inform the organization is the responsibility of the crews. A third person may not be held responsible. Failure to respect this obligation entails, in the case of specific research, the financial liability of crews who have not taken the necessary signalling their location.
- **Obligation to sign a waiver if a participant leaves the rally.**
- Obligation to respect the customs formalities of the crossed countries.
- Obligation to respect the clauses of these specific regulations.
- Obligation to return the equipment given temporarily to the competitors during the event.
- In the case where a crew has to leave the vehicle in a stage, he must inform the closest police station and give a duplicate to the Rally HQ and AFRICA ECO RACE office, as soon as he is back from Africa. As all vehicle must leave the crossed countries, repatriation to Dakar's harbour is at his own expense.
- Obligation to discharge the organisation of all fees (such as: accommodation, other return journey than planned, miscellaneous fees etc.).
- Obligation to respect safety rules during the event.
- **Obligation to respect the chief doctor decisions.**

b) The deposit may be done by check or a bank transfer or credit card, given before the administrative checks. The AFRICA ECO RACE will accept only one payer per vehicle or team. The deposit will be returned after the rally, except in case of:

- Failure to respect of the safety rules and the sporting ethics of the event.

c) Any participant entered in the rally benefiting of help or assistance by a person and / or a vehicle not registered by the organisation will be disqualified and its deposit cashed.

d) Nota: Any non-payment of the deposit entails the interdiction to compete for the AFRICA ECO RACE:

Amount of the deposit for Cars and Trucks: 1 000 euros

11P5 - WITHDRAWAL

a) So as to avoid any ambiguity, cancellation of entries must be sent by registered post. Cancellations and requests for refunds must be sent to: AFRICA ECO RACE – 14 quai Antoine 1er – 98000 Monaco.

For all cancellation of entries, refunds will be made in the following manner:

- In the case of cancellations made before September 15th 2018 = 1.500 € administration costs retained,
- In the case of cancellations on September 15th 2018 and after = 100% of the amount paid is retained.

In case of serious medical problems, OCT will study on request (requested by registered letter) the possibility of partial refund (original of the full medical file shall be send). 3 000 euros will be retained.

b) No crews refused a start due to failure to pass administrative checks or scrutineering will be eligible for refunds.

c) For refunds for additional services please refer to the general conditions of sale laid down by the different suppliers.

11P6 – CANCELLATION OR POSTPONEMENT OF THE EVENT

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

Funds received by the organiser will be refunded by February 10th 2019 at the latest.

In the case where the event is delayed, the organiser will inform each competitor immediately, by registered post, of the new programme of the race.

In the case where participants are unable to take part in the race, due to the change of date, they have a maximum of eight (8) days, from the moment the registered letter is received, to request, by registered mail, refund of funds paid to the organiser. Refunded will be made latest by February 10th 2019.

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

12P - TIRES

12P1 - The tires patterns are free for all the competitors.

12P2 - The use of the inflation-deflation system is authorized for 2-wheel drive.

14P – CREWS / SAFETY EQUIPMENT

14P1 – In each group, all members of a crew must hold a **FIA international competitor's licence valid for 2019.**

Each participant must ask to its federation, an authorisation to race abroad.

The original licence and authorisation to race abroad from their respective ASN must be presented at the scrutineering.

In the case of exceptional permission from the Organiser, a truck may be composed of one crew member.

On exceptional authorization of the Organizer, a truck crew may be composed of one member.

The licence is not compulsory for assistance.

14P4 – GENERALITIES

1/ When the Competitor is a legal entity, or the Competitor is not part of the Crew, the first Driver named on the entry form will be held responsible, jointly and severally, for all the liabilities and obligations of the Competitor, throughout the whole Event.

2/ The full Crew must be on board the Vehicle throughout the entire duration of the Event, with the exception of the cases provided for in the Regulations. If one member withdraws, or if a third party is admitted on board (unless this is to transport an injured person), the vehicle shall be disqualified from the Event.

3) During a Stage, transportation by land or by air of at least one member of the Crew by the Organisers or by a third party will entail the disqualification of the Crew concerned.

4/ Crews and Competitors enter the AFRICA ECO RACE fully aware of the risks that such an Event entails.

14P5 - The wearing of the following FIA homologated safety equipment (Appendix L, Chapter 3) is **compulsory** throughout the selective sections, on pain of immediate disqualification of the crew.

- Homologated helmet (FIA 8858-2002, FIA 8860-2004, FIA 8858-2010, FIA 8860-2010))
- **Balaclava**
- Homologated Hans System
- Homologated fireproof overall suit (FIA norms 8856-2000)
- This equipment must be presented during technical check, on pain of being refused to start.
- **The wearing of the FIA-approved safety harness is compulsory throughout the event (road and selective sections).**
- **The fireproof undergarments, balaclava, socks, shoes, gloves (Driver) (complying to FIA norms 8856-2000, Appendix L chapter 3 FIA) are compulsory for all groups. All these items must be worn during Selective Sections, on pain of penalties going up to and including disqualification and strongly recommended during Liaison sections.**
- Officials may carry out checks on the Crews' safety equipment and clothing at the Start of each Selective Section in the Event and at any other moment of the Event. In the event of non-conformity, the start will be refused.
-

14P6 - SURVIVAL EQUIPMENT

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

- 1 lighter,
- 1 distress mirror,
- 1 torch,
- 1 reserve of 5 litres of water per person + a 1,5 litre « camelback » type drinking system per person at the start of each stage,
- 1 foil survival blanket per person,
- 1 lunch pack/person,
- 1 strobe lamp,
- 2 hand-held flares: 1 night hand flare, 1 light stick
- 1 towing rope (10 meters),
- 1 compass,
- 1 fluorescent gilet,
- 1 first aid kit,
- Two seat belt cutters or, if the vehicle is equipped with glass panes, two window breaker / hammer cutters must be permanently on board. They must be easily accessible by the pilot and co-pilot installed in their seats with their buckled harnesses.
- 1 Iritrack,
- 1 GPS / Sentinel.

b) All crews coming to the start of a leg without all the compulsory survival equipment (water and safety material) will have a time limit of 30 minutes in which to conform to these regulations. The time taken will be considered as time late for a time control and will result in penalties of 1 minute for every minute late. A new start time will be given. All lateness over 30 minutes will result in disqualification from the race. Repeat offender on following legs will receive penalties up to and including disqualification from the race, decided upon by the College of Sporting Stewards. Repeat offenders will be readmitted one time only.

c) Safety and survival equipment must be accessible without dismantling, so that the race direction may carry out checks before the start of each leg. The instructions for the various items of safety equipment must be respected and competitors will be tested on their knowledge, during the administrative checks.

14P7 - RETIREMENT – DISQUALIFICATION

a) In case of retirement, it is imperative that the crew informs, by all possible means and as quickly as possible, the « AFRICA ECO RACE » HQ on **+33 1 83 73 55 54**.

Failure to respect this important safety clause will result, without any discussion, the non-refund of the deposit.

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

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

c) The crews excluded or retired must leave the rally and remove their race numbers and rally plates. They may continue on to Dakar as an assistance vehicle only if they comply with the article 31P and Appendix 7.

d) In the case of retirement, it is the crews' responsibility to ensure that safety material is returned as fast as possible to the relevant suppliers (Iritrack, Sentinel and G.P.S.). This equipment must be returned to the representatives of the suppliers of this equipment, located at the Rally HQ. Under no circumstance can the AFRICA ECO RACE be held responsible for the disappearance or loss of this equipment.

14P8 - NEW START AFTER RETIREMENT (SUPER RALLY)

Any competitor who has retired during the leg of the day may return to the rally on the following conditions:

- **having mentioned by writing, at the latest at the evening briefing**, to the Clerk of the Course their decision to **return to the race for the next leg**.

- having submitted a successful technical check of their vehicle which must be hold at least one hour before the start of the first competitor of the day's stage.

1/ For the leg in which the competitors have retired or leave the special stage, they will be credited of 3 hours + maximum time allowed of the Selective Section + penalties for missing waypoints and CP.

2/ For the stage which the competitor doesn't take the start, he will be credited of 6 hours + maximum time allowed of the Selective Section + penalties for missing waypoints and CP.

Competitors returning to the rally in this context may do it 2 times and will appear in all the classifications. **Beyond 2 re-integrations**, they may continue on the rally out of the classification. In this particular situation, they may not pretend to get a prize.

3/ For the stage where the competitor was recovered by the balai, he will be penalized 3 hours + the maximum time allowed of the selective section + fixed penalty + penalties for waypoints and missed CP.

The competitor reintegrating the rally after being recovered by the balai, can do 1 time maximum. On the 2nd "draft" by the balai, the competitor will be disqualified. He will have to cross his number and follow the rally on the assistance road.

The College of Sporting Stewards may at any time withdraw for no motive the benefits of this reintegration in the rally. This decision may not be requested for an appeal.

14P9 - TRACK CLOSING

a) The organisers' « sweeper » vehicles will close the rally track.

As it is impossible to guarantee that the sweeper truck will pass by the exact spot where a vehicle has broken down, it is the competitors' responsibility to indicate their position to the Rally HQ using the blue button of the Iritrack. The sweeper trucks will pick up competitors whose vehicle has broken down, but will under no circumstances tow the broken-down vehicle.

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

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

c) In no case can the organization ensure the return of the balai before the start of the stage the next day. In this case, the competitor being unable to start the next day of the day's stage will be penalized in accordance with Art. 14P8.

15P – IDENTIFICATION

15P5 - The absence or faulty positioning of at least 2 plates at the same time may result in a cash penalty equivalent to 20% of the entry fee.

15P7 - The members of the crew will be recognisable by means of an identity bracelet. Any breach noted by an official may result in a cash penalty equivalent to 10% of the sum of the entry fee. The emergency number will be written on this bracelet.

If this bracelet is damaged, the person concerned must request another one from the Crew Relation Officer, in exchange of the damaged one.

16P - ADVERTISING

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

16P4 - For competitors who refuse the Organiser's optional advertising, the maximum amount of the entry fees person(s) and vehicle) will be increased by 100%, which is: 45 000 € (all taxes included) for a car less than 2m high (2 persons), 67 400 € (all taxes included) for a 4x4 truck less than 7m long (3 people).

16P6 - The compulsory and optional advertisings will be announced by a bulletin.

An optional advertising relates with tires, petrol or lubricating brand may be subject to an increase of 60% of the sum of the entry fee for a competitor who would refuse it.

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



- 1 – 2 Rally plates, 43 x 21.5 cm, at the front and rear of the vehicle
- 2 – 2 organisers advertising panels, 50 x 52 cm. For T3/SSV : panels 35 x 24 cm
- 3 – 2 race number plates, 67 x 17 cm: on each side
- 4 – Windscreen « sun » visor strip 10 x 150cm
- 5 – On the roof, race number plate, 50 x 52cm

17P –SCRUTINEERING

17P1 – ADMINISTRATIVE AND TECHNICAL CHECKS

a) All crew members must pass the scrutineering and administrative checks in Menton on December 28th & 29th 2018. Competitors will receive a convocation stating the day and exact time at which they must present themselves at the administrative checks.

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

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

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

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

On the boat, competitors will be given a compulsory course on Safety Instruments: Sentinel/GPS and Iritrack. All absence will incur a penalty of 500 €.

b) On leaving administrative checks, the competitor with his vehicle will have 30 minutes to present themselves to the technical checks.

Over these 30 minutes, lateness will be sanctioned as following:

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

c) On coming out of Scrutineering all vehicles will be placed under Parc Fermé rules. After the technical checks, the competitor will receive a time card with a maximum time allowed to go to the Parc Fermé.

Failure to respect the maximum time allowed will incur a penalty of:

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

d) The Iritrack and GPS must be connected directly to a battery so that they continue to function when the engine is stopped. If this is not the case, the Competitor must make its Vehicle conform before passing Scrutineering.

The main circuit breaker of the vehicle must act on the positive but the GPS must be directly connected

Vehicles must be presented in the scrutineering, with the various mounting brackets, cables and aerials of the different safety equipment already fitted, ready to receive these systems (GPS, Alarm to Alarm Vehicle, Iritrack).

Failure to do so will result in a penalty of 150 € per item or equipment not installed.

Vehicles must be presented to scrutineering ready to race. No intervention will be allowed between the end of scrutineering and entry into parc fermé.

All vehicles which appear not to be conform, or are not adapted to rally norms, during scrutineering may either be forced to change group or be refused a start (on decision of the College of Sporting Stewards).

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

17P2- ADMINISTRATIVE AND TECHNICAL DOCUMENTS

a) Each crew member must present the following, valid, original documents during administrative checks:

• **A 2019 FIA international competitor/driver's license – ICCCR 2019.**

- Authorization to race abroad (issued by their national federation – ASN) for competitors not being of French nationality.
- Homologation file of vehicles entered in T2 and T4.
- Technical passport.
- Valid national driving licences, corresponding to the category of vehicle entered.
- Permission of the owner to use the vehicle, when they are not part of the crew.
- Valid log book or registration certificate (provisional registrations not acceptable).
- Proof of car insurance.
- Passport valid until 31/07/2019.
- Visas: all participants must inform themselves of the necessary visas they will require for the countries they will cross, as a function of their nationality.
- Colour pictures of the three-quarter vehicle

b) Each truck must also present the following original documents:

- Driving licence for each crew member, (truck licence for at least 2 out of the 3 crew members).
- Annual technical inspection report.
- Acceptance report for conventional type bodies in case of separate approval.

c) Competitors undertake, on their honour, only to present valid documents.

No photocopies or lose declarations of any kind will be accepted, on pain of having a start refused.

17P3 - Only those crews who have passed the administrative checks may present themselves with their vehicle equipped with its rally plate and rally numbers at scrutineering, which will be of a completely general nature: make and model of the vehicle, apparent conformity with the group in which it is entered, conformity of the safety items, conformity of the vehicle with the Highway Code. After scrutineering, if a car is found not to comply with the technical and/or safety regulations, the Stewards may set a deadline before which the car must be made to comply.

17P4 - No vehicle will be allowed to start unless it complies with the safety regulations and the present Prescriptions.

17P5 - In conformity with Article 145 of the Code, additional checking of the crew members as well as of the vehicle may be carried out at any time during the event. At all times during the event, the competitor is responsible for the technical conformity of his vehicle. The fact of presenting a vehicle for scrutineering is considered as an implicit statement of conformity.

17P6 - Should new identification marks be affixed, it is the responsibility of the crew alone to see that these are protected until the end of the event. Should they be missing, the vehicle will be excluded from the event. The competitors concerned will be notified in writing.

17P7 – Technical checks will be held at the end of the event. Competitors checked and the type of scrutineering decided by the College of Sporting Stewards on opinion of the Clerk of the Course.

18P - MARKING

18P1 - a) Before arriving at scrutineering, all competitors must provide, on the parts listed below, a hole allowing fixing of seals, on pain of being refused a start. The competitor is responsible for the existence of all marks and seals during the event.

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

b) Engine block: a hole allowing the passing of a seal (diameter = 3,5mm minimum).

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

d) Body and/or chassis: a hole allowing the passing of a seal (diameter = 3,5mm minimum) and/or the marking with stamp.

18P2 - Any anomaly discovered, and in particular identification marks presented as original and untouched which have been tampered with, may entail the disqualification of the crew, as well as that of any other competitor or crew who has helped or been involved in the commission of the infringement. This will not prejudice any demand which may additionally be made to the competitor's or accomplice's ASN concerning the imposition of heavier sanctions.

18P3 - Group T1: Regarding the suspension, the competitors of the T1 Group will must plan on the bump stops a hole allowing the passing of a seal (diameter = 3,5mm minimum). The hole must be placed in a way that it is not possible to adjust the suspension travel without breaking the seals.

18P4 – ENGINE CHANGE

In Group T1, only one spare engine block is authorised per race and per competitor (team). In case of engine block replacement, a 6-hour penalty will be applied to the car of which the engine block has been replaced.

19P – ALLOCATION OF RACE NUMBERS - STARTING ORDER

The Organising Committee is the only entity apt to attribute race numbers. Race numbers will be attributed on the basis of the following criteria:

- Cross-Country Rallies Priority Drivers (FIA list)

All the other allocation will be decided by the Organising Committee.

19P1 - For the first leg, the competitors will start in the order of the race numbers; the first 10 every 2 minutes, the following every minute.

19P2 - For the second leg and the followings, the competitors will start in order of the previous day's selective section's results. The first 10 cars every 2 minutes, the following cars every minute.

Every evening at the bivouac, the starting order of the first 20 will be posted at 9.00 pm. Competitors who did not arrive by 10.30 pm will start after the others, in the order of their starting order of the previous day. The start list of all competitors will be posted at 11.00 pm at the latest.

19P5 - The starting orders will take into account only the times obtained in the selective sections (without penalties incurred for infringement).

19P6 - For safety reasons only, the Stewards will may draw a new starting order and reposition any drivers.

In no case can such a repositioned competitor start in front of a FIA priority driver appearing in the first 10 of the start list of the leg. Upon request of the competitor to the Clerk of the Course, before 8.00 pm. During the whole event, reclassification will only be allowed twice per crew.

19P7 - Any penalties incurred on the Road Sections shall be added to the general classification of the Leg covered.

19P8 - Any vehicle reporting late for the start of a Legs hall be penalised at a rate of one minute for every minute of lateness. Any crew arriving more than 30 minutes late will not be permitted to take the start, and will be excluded immediately.

19P9 - No earlier start will be allowed at the start of the selective section. Any infringement of this regulation may lead to a sanction imposed by the Stewards, which may go as far as excluding the crew concerned.

19P11 – For the first leg, trucks will start in the order of the race numbers every 2 minutes, 15 minutes after the start of the last car.

A combined start (car/truck) may be organized.

A different starting order for bikes, cars and trucks will be established upon request on the Clerks of the Race (Bikes and Cars/trucks) with the Bike Jury and the College of Sporting Stewards.

19P12 - The starting order and starting gap for each leg will be specified on the timing (itinerary/schedule) given out during administrative checks in the Competitor Book.

The starting hours and starting order for the last leg in Senegal will be subject to a bulletin.

21P – OFFICIAL ITINERARY

21P1 - The official itinerary is represented by the road book, including the possible modifications from the organisers' « opening cars », and by the passage through each visible or hidden waypoint.

Each crew shall receive a road book, size A5, comprising a maximum of 5 horizontal lines of distances, drawings and information, containing characteristic notes and the passage points GPS (WPT, Passage Controls) which they must observe on pain of penalties which may go as far as disqualification to be decided upon by the College of Sporting Stewards

21P3 -The road book will mention the GPS coordinates of start/finish of legs and start/finish of selective sections.

22P – OPERATION OF THE GPS

22P1 - GENERALITIES

To ensure an equal chance for all, competitors will have to supply, from organizers providers (ERTF), a specific single type of G.P.S. The functions of this equipment have been intentionally restricted in order to preserve an element of navigation in Raid.

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

GPS Point - Waypoint (WPT)

A waypoint is a geographical point defined by coordinates of latitude and longitude. There are many types of waypoints:

WPV, WPM, WPE, WPS, WPC. Each waypoint noted on the road book is a compulsory passage point.

WPV (Visible waypoint)

A point which coordinates are given to the competitors by the road book and memorised in the « GPS ». Towards a visible waypoint, all available information is displayed on the screen of the “GPS”.

WPM (Hidden waypoint)

A compulsory passage point memorised in the GPS and indicated in the road book, and the coordinates of which are not revealed to the competitors. The GPS directs the competitor towards this point only once he has come within a 3 kilometre of it.

WPE (Eclipse waypoint)

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

WPS (Security waypoint)

A compulsory passage point, for security reasons, memorised in the GPS and indicated in the road book, and the coordinates of which are not revealed to the competitors. All dangers sign !!! are considered as WPS. The GPS directs the competitor towards this point only once he has come within a 1 kilometre of it.

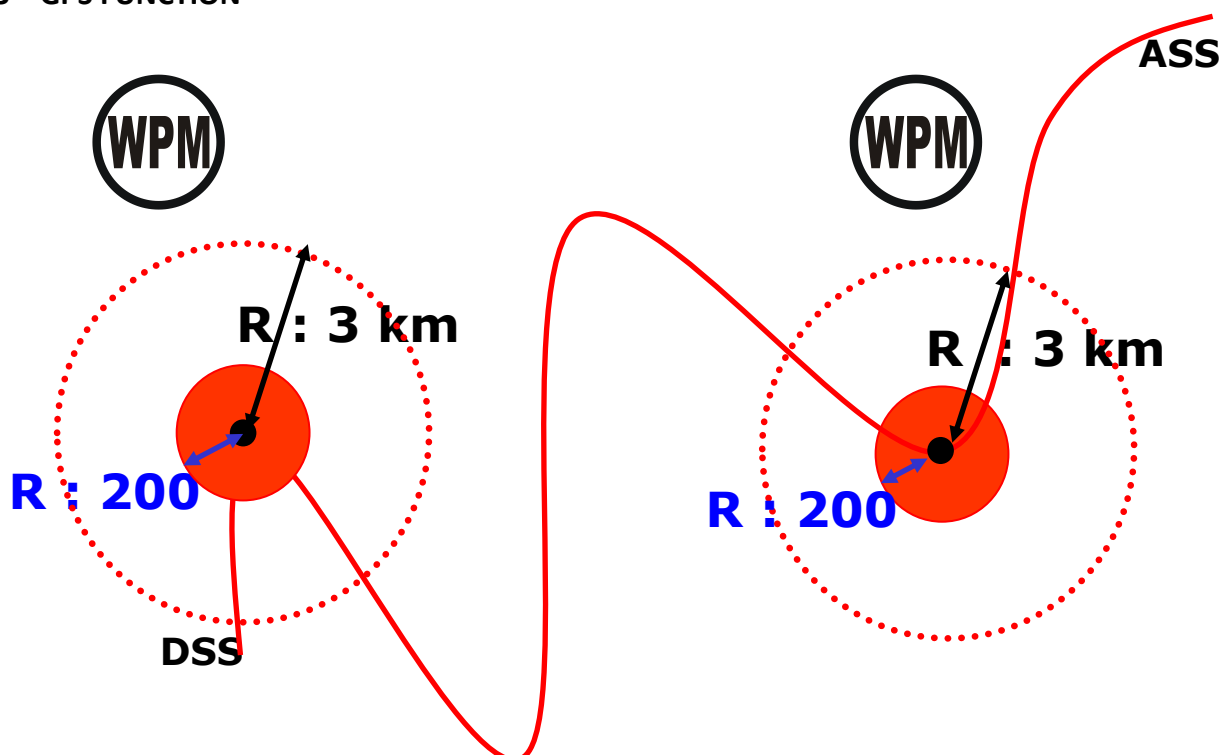
22P2 - Each Waypoint is considered as a compulsory passage point. To validate his passage, the competitor must pass less than:

- 200 metres from all the WPM, WPV, WPE
- 90 metres from a DZ, FZ, DZS, WPS, CP

Any absence of validation of a WPT, DZ or FZ will be penalised of 15 min.

The value of a missing CP : 2 hours.

22P3 – GPS FUNCTION



22P4 - In the case of the competitor would not validate any CP during a leg, which would result in penalties decided upon by the College Stewards which may go as far as disqualification.

22P5 – SUMMARY OF THE WAYPOINTS

Waypoint		Visibility radius	Validation radius
WPV	Visible waypoint	Arrow	200m
WPM	Hidden waypoint	2000 m	200m
WPC	Control waypoint	500 m	300m
WPS	Security waypoint	1000 m	90m
WPE	Eclipse waypoint	Once previous WPT is validate	200m
DZ	Speed zone beginning	1000 m	90m
FZ	Speed zone ending	WPE Once DZ is validate	90m
DZS	CP Security zone	2000 m	90m
CP	Check Point	Once DZS is validate	90m
DSS	WPE	Once previous WPT is validate	200m
ASS	WPM	2000m	90m
!!!	Security waypoint	1000 m	90m

22P6– UNBLOCKING OF THE GPS

- For safety matters, competitors have the possibility to unlock the GPS by entering a specific code. The general functions of the GPS will be activated and GPS Points of the stage will appear.
- The unlocking code is to be asked the PC Course, who, with agreement of the Clerk of the Course, will provide it for the ongoing stage. This code can only be used for safety matters.
- Each use of this code will result in a fixed penalty of de **3 hours**. A maximum of **2** uses for the Rally, the penalty could otherwise go to **disqualification**.
- The competitor shall ABSOLUTELY express to the person in charge of the competitors' relations or to the Clerk of the Race, his wish to take part to the next day stage. If not, it will be considered as none starting.

22P7 - 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 and will result in disqualification from the race and that irrespective of the mode and technology used to evaluate or estimate ones' position.

Smartphones are tolerated if they do not have additional mapping / geolocation applications. Unannounced checks will be made.

Tablets and GPS watches are strictly prohibited.

a) G.P.S. UNIK II (compulsory on board vehicle)

The mounting of a GPS of a single model, disqualifying any other type of GPS, supplied by the Organisers' supplier is compulsory.

This equipment must be mounted according to the technical instructions supplied. It is Crews' responsibility to correctly install the necessary mechanical, electrical and electronical elements complying with the safety standards before Scrutineering and that with the aid of the installation kits purchased from the named supplier. Electrical supply must be permanent, protected by a 3-amp fuse and give a steady continuous current of between 9 and 24 volts. The mechanical mountings must flexible and use the silent blocks supplied.

This equipment may be fitted twice.

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

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

Only equipment from ERTF may be fixed twice to the GPS UNIK II. A sole model is authorised by the Organisers and supplied by the Organisation's supplier ERTF, they must be linked to the fixed GPS. The linking of all other models, or systems to the GPS is forbidden, especially to computers or organisers of whatever kind.

This equipment may be fitted twice.

c) Mechanical Tripmeter of the Competitors' choice (optional)

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

d) Odometer of the GPS Unik II (function of the GPS Unik II)

Counter of total distance, based uniquely on the calculation of the distances covered between each GPS measure (at least two per second). The Odometer Partial and Total appears on the pages "NAV" and then 3ODO" of the GPS UNIK 2. This equipment can be fitted twice.

e) Magnetic or electronic compass of the Competitors' choice (optional)

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

This equipment may be fitted twice.

e) Generalities

a) The use of GPS points other than those supplied by the AFRICA ECO RACE Organiser is forbidden.

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

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

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

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

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

Only the linking of the crew helmets by using a helmet-to-helmet Intercom system is allowed.

IMPORTANT: ANY KIND OF DATA ACQUISITION SYSTEM IS AUTHORISED IN THE VEHICLES PROVIDING THAT IT IS NOT EQUIPPED WITH A GPS SYSTEM, AT RISK OF DISQUALIFICATION.

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

The Organiser reserves the right to carry out physical or electronic test at any moment with the purpose of checking:

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

d) The possession or use of forbidden systems will result in Disqualification.

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

23P – ROAD BOOK

23P1 - The Official Route (Selective Sections and Liaisons) is stored in the GPS (s) provided to the Crews. This itinerary must be imperatively respected on pain of penalty. In case of recidivism, the panel of stewards may impose another penalty which can go up to the disqualification.

23P5 - The route will remain secret until the road book is given to the crews.

23P6 - No information concerning the route has been and will be divulged to anybody until the end of the event, with the exception of the communications issued to all the competitors.

23P7 - The distance of the legs will be given to the competitors from November 30th 2017.

23P8 - All crews will receive a road book for each leg.

23P9 - The road book for the first leg will be issued, on the boat, December 31st 2018.

23P10 - The road book of the next day will be given at the CH Bivouac, validated by the signature of a member of the team only. After the time control closed, the road book of the next day will be given at the PC Race Control. Any modification from the organisers' "openers" will be posted at the latest at 8.00pm the day before the selective section under control of the Clerk of the course.

23P11 - Before and during the AFRICA ECO RACE, it is prohibited to competitors who are entered or who are likely to enter to carry out or to have carried out the slightest reconnaissance of the route giving even a minor advantage. Only the Road book notes of the considered leg will be allowed inside the vehicle. Maps are allowed inside the car with the exception of photographic satellite maps.

Competitors who do not respect these rules will be refused a start or be excluded from the race.

23P12 – 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-road ...).

24P – SPEED CONTROL ZONE

24P1 - DEFINITION

a) Entry of a control zone: DZ

- The start of a speed control zone registered in the GPS will be indicated in the road book by a box marked: "DZ" or "DZS". To validate the entry of Zone "DZ" or "DZS", the vehicle must pass at less than 90 m (radius around the Waypoint "DZ"), on pain of penalties for missing Waypoints
- In a radius of 1km of a DZ point and of 2km of a DZS point, the competitor's GPS will become active (DTW, CTW and arrow) so as to guide the competitor to this point,
- 90m before this GPS point competitors will be informed by their GPS that they are approaching a speed control zone (deceleration),
- The 90m after the GPS point is considered as a deceleration zone (zone of tolerance), before entering in the control zone.

b) Speed control zone:

The control zone will appear permanently on competitor's GPS screens, once the entry waypoint is validated. The speed of a competitor will be limited to 30, 50 or 90 kph between the point of entry and the exit point of the zone, regardless of the route taken between these two points.

Visibility CP Waypoint once the DZS Waypoint is validate.

Only the information displayed on the GPS will be binding.

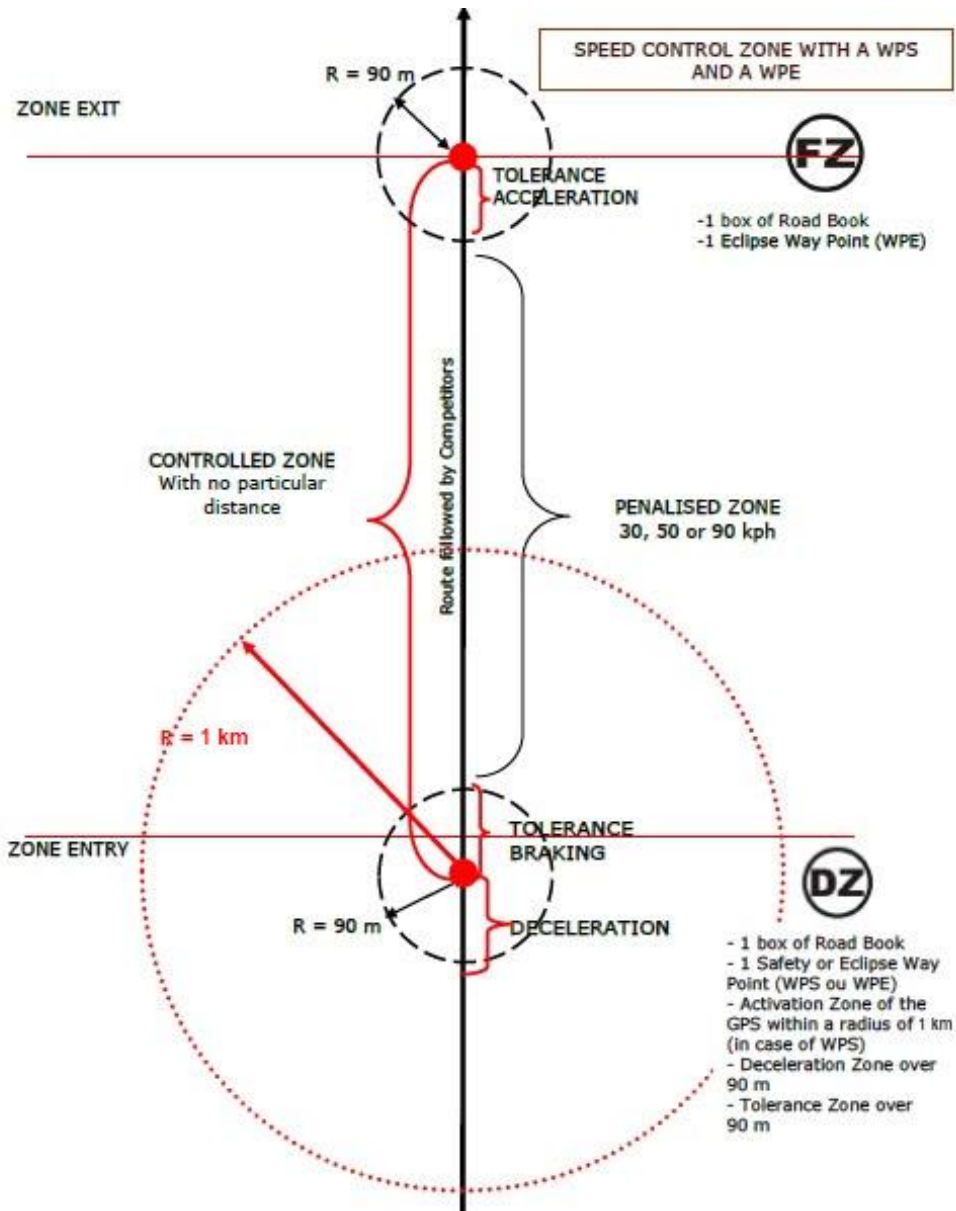
c) Exit of the control zone: FZ

- The end of a GPS speed control zone will be indicated on the road book by a box marked « FZ ». This point is considered as an eclipse waypoint (WPE) and will be visible once the DZS Waypoint is validate.
- Around this point there will be a zone of tolerance of 90m so as to avoid any arguments concerning the measuring of speed.
- From this point, the competitor may accelerate again. The exit point of the Speed Control Zone is a compulsory point of passage.

To validate the exit of zone « FZ », the Competitor must pass at less than 90 m (radius around the WPE « FZ ») on pain of a penalty equal at a missing waypoint.

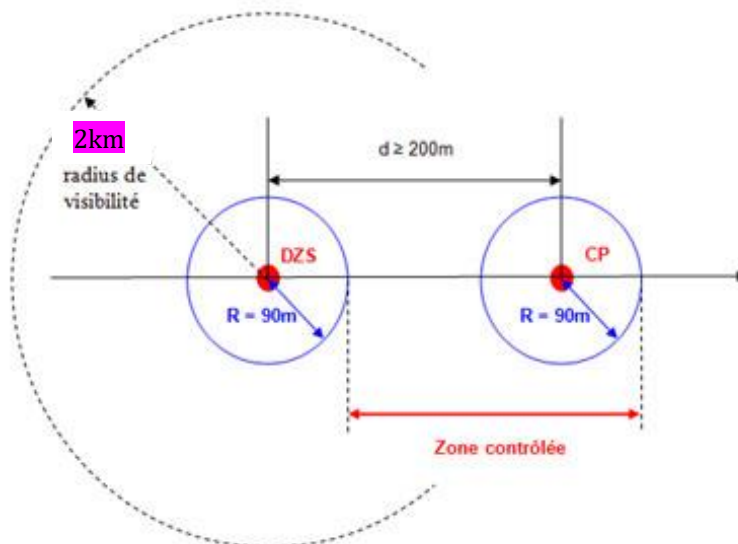
An infringement consists of one or more instances of speeding in one and the same speed control zone, defined by a DZ and a FZ. A second infringement will come about when one or more instances of speeding have occurred inside new control zone. In case of a repeated offence during the event, the 3rd infringement (in 3 different zones) may result in penalties that may go as far as disqualification, depending on the excess speed noted, and decided upon by the College Stewards.

24P1.1 - The speed of a competitor will be limited to 30, 50 or 90 kph, between the point of entry and the exit point of the zone, regardless of the route taken between these 2 points.



24P1.2 - SAFETY ZONES CP

- With the aim of ensuring safety in the PC zone, a "Safety Zone" will be installed at each CP;
- Speed in the zone will be limited to 50 kph and controlled by the GPS;
- The speed check will be carried out according to the sketch below;



d) The regulation boards at the entry to the CP zone do not indicate the Start of the Safety Zone (DZS);

Only the information displayed on the GPS monitor(s) will be considered authentic;

e) A penalty of a missed CP value sanctions any absence of validation of a CP, to which can be added a penalty of 5 minutes if the stamp of CP is not visible on the competitor's card time.

f) In case of infringement: CF 26P3

24P2 – CONTROL PROCEDURE

24P2.1 - 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 will result in penalties to be decided by the College of Sporting Stewards and may include disqualification from the race. Penalties applied will be identical to those for a crew who have failed to enter the day's code into their GPS (s).

24P2.2 - Checks will be carried out at the end of legs. The crew must put their GPS on the control page on their arrival to the Time Control. A page summarizing the infringements appears then on the screen in light or grey depending on their states: non-validated or validated. The person carrying out the checks will note any infractions and these will be a counter signed by a crew member or by the competitor. The controller will then hand out a copy to the competitor and will send a copy to the race direction.

24P2.3 - In the case of protest, accompanied by the appropriate deposit, the competitor has half an hour after notification to make written protest to the Clerk of the Course. The GPS(s) will then be dismantled and sealed by a GPS technician in the presence of the competitor (or their representative) before being examined by a GPS technician who will hand his/her report to the Clerk of the Course and to the competitor.

24P2.4 - Control of the GPS(s)

If a crew possesses 2 working « GPS(s) » and the 2 speeds recorded are different, the crew will be penalised on the lowest speed.

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

24P3 - INFRACTION (SPEED CONTROL ZONE)

Each Waypoint is considered as a compulsory passage point. To validate his passage, the competitor must pass less than:

- 200 metres from all the WPM, WPV, WPE
- 90 metres from a DZ, FZ, DZS, WPS, CP

Any absence of validation of a WPT, DZ or FZ will be penalised of 30 minutes.

26P – TRAFFIC - SPEED

26P1

It is forbidden under pain of penalties which may go to disqualification decided upon by the College Stewards:

- To transport the vehicles,
- Deliberately to block the passage of the vehicles, or to prevent them from overtaking.

26P2 - CROSSING SPEED CONTROL ZONES

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, will be limited to 30 or 50 kph according to indication on the road book.

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) Limited speed zone will be indicated in the road book by the initials 'DZ' and 'FZ'. The presence or absence of signposts indicating speeds cannot serve as an argument in case of dispute. Overtaking is allowed, on condition that the maximum speed authorized in the zone is not exceeded.

26P3 - PULSE SIGNAL (IMPULSION)

When over speeding, an impulsion is recorded in the GPS every 150 meters and the speed is shown on the speed page of the GPS. When arriving at the end of the selective section and/or the bivouac, a controller will note all speeding and indicates the offence to the competitor. If the competitor disagrees with the infringements noted, they must make a written protest, accompanied by a deposit, which they must give to the Race Direction within half hour of notification, so

that the GPS can be further examined.

Any over speeding recorded by the GPS will be penalised as follows:

- between 01 and 15 kph: 3' x the number of impulsions + a fixed amount of 100 €
- between 16 and 40 kph: 6' x the number of impulsions + a fixed amount of 200 €
- more than 40 kph:
 - 1st impulsion: 20' + 300 €
 - 2nd successive impulsion: 1h00 + 1.000 €
 - 3rd successive impulsion: up to disqualification at the Stewards' discretion depending on the excess speed noted.

In case of a repeated offence during the event, the 3rd infringement may result in penalties that may go as far as disqualification, depending on the excess speed noted.

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

26P4 - SPEED LIMITS CARS - TRUCKS

26P4.1 - SPEED LIMITS – ROAD SECTIONS

On certain road sections (indicated by bulletins), the maximum speed may be limited.

Penalties incurred will be identical to those of article 26P3.

26P4.1 - SPEED LIMITS - TRUCKS

a) Over the entire selective section, the speed of racing truck is limited to 150kph.

On certain road sections (indicated by bulletins), the maximum speed will be limited.

Penalties incurred will be identical to those of article 26P3.

b) During speed overruns, a pulse is recorded in the GPS every 150 m and speeds are displayed in the speed page of the GPS. At the finish of the special stage and / or on arrival at the bivouac, the controller notes all the overtaking and shows them to the competitor. If the competitor contests the infringements, he must make a written complaint, accompanied by his deposit, which he will send to the Race Direction within half an hour of notification, to proceed with the deloadage of the GPS.

c) Any speeding recorded by the GPS will be penalised as follows:

- between 151 and 155 kph: 3' x the number of impulsions + a fixed amount of 100 €
- between 156 and 170 kph: 6' x the number of impulsions + a fixed amount of 200 €
- more than 170 kph:
 - 1st impulsion: 20' + 300 €
 - 2nd successive impulsion : 1h00 + 1.000 €
 - 3rd successive impulsion : disqualification

In case of a repeated offence during the event, the 3rd infringement may result in penalties that may go as far as disqualification, depending on the excess speed noted.

Any crew which fails to comply with the prescriptions of the articles 24 & 26 will be reported to the Stewards who may impose penalties as provided in the Code.

27P - VEHICLE TO VEHICLE ALARM SYSTEM

27P1 - SENTINEL FUNCTION OF THE GPS

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

b) The GPS – Sentinel is system must be in operation throughout the running of each Leg and must be connected directly to the battery. The operation of the system (GPS – Sentinel) is the responsibility of the competitor.

c) The unit must be installed in the vehicle in such a way so that it is accessible and can be used by at least two members of the crew while they are seated and with their safety harness done up. Activation of this function for one of the crew members can be made through a deported button (red button).

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

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

e) All competitors caught by another must do whatever is necessary to pull over and allow themselves to be overtaken. any vehicle running which has received several audible warnings within a given time and which has not pulled over to

allow the other vehicle to overtake may be sanctioned at the Stewards' discretion, following examination of the downloaded data:

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

In contested cases a download will be carried out.

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

28P - TRACKING SYSTEM AND ACCIDENT RESPONSE

28P1 - ACCIDENT

1) In case of an accident with injured people, it is compulsory to one of the crew members, to inform immediately the Rally HQ in order, for the organisation, to provide assistance in the most appropriate manner until the rescue service arrives.

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

- make the area safe by pushing simultaneously the 2 blue alarm buttons of GPS in order to activate the alarm function of the Sentinel, so as to inform other competitors on spot,
- push the red button on the Iritrack to inform the PC Course of the accident,
- push the blue button on the Iritrack to be able to communicate with the PC Course and inform them of the situation

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

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

5) Any crew which fails to comply with the prescriptions of the present article 28P1 will be reported to the Stewards who may impose penalties as provided for in the Code.

28P2 – ASSISTANCE IN THE EVENT OF AN ACCIDENT OF ANOTHER COMPETITOR

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

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

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

- stop,
- make the area safe by pushing simultaneously the 2 blue alarm buttons of GPS in order to activate the alarm function of the Sentinel, so as to inform other competitors arriving on spot,
- press the red button on their Iritrack,
- give the first aid to the crew members and get information on their condition,
- call the PC Course via their Iritrack (blue button) to report the situation,
- wait for the rescue service or another competitor to arrive,
- press the green button on their Iritrack, to signal that they are leaving the scene.

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

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

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

28P3 – IRITRACK

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

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

a) Automatic mode:

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

- abnormal inclination (inclination meter) followed by a stop of 3 minutes.
- b) manual mode:
 - blue button: phone call to the race control (PC Course),
 - red button: accident with injuries,
 - green button: accident without injuries or breakdown.
- c) Alternatively, at any moment, when in doubt, the PC Course can contact a competitor by telephone.

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

28P4 - DRIVERS' CODE

1) General

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

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

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

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

c) It is forbidden to leave wheels or punctured or damaged tires on the itinerary of the route. Any competitor caught disobeying this rule will be penalized 1.000 € per tire or wheel. Repeat offending will result in penalties up to and including disqualification from the race.

Only the following aerials will be authorised:

- For the race GPS, supplied by the organisers supplier,
- Iridium linked to the Iritrack and supplied by the organisers supplier,
- Radio aerials designed only to receive AM or FM public radio broadcast on authorised wavebands. To the disqualification of all other type of aerial, linked or not, of type Standard C, D+, mini M, Argos, radios, telephones etc.

All infractions may result in disqualification from the race.

2) Sale / transfer of Vehicle forbidden

In case of withdrawal, or after the end of the Rally, it is strictly forbidden for a Crew, a Team Manager, the owner of a vehicle or any other person of the team to transfer or sell his/her/a machine(s) in any of the countries crossed.

In addition to the risks incurred locally by failure to comply with the rule in force (fines, impoundment of vehicle/passengers, etc.), any crew found to have breached this rule will not be permitted to enter the AFRICA ECO RACE for the next years for all the persons who can be involved and linked in this sort of business.

29P – ELECTRONIC EQUIPMENT

1) Only the following aerials will be authorised:

- for the race GPS, supplied by the Organiser's supplier;
- Iridium linked to the Iritrack and supplied by the Organiser's supplier;
- radio aerials designed only to receive AM or FM public radio broadcast on authorised wavebands.

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

2) Radios

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

Only Walkie Talkies operating on one single frequency, used within the confines of the Bivouac are admissible.

3) Satellite links

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

4) Data

All data transmission systems, that allow the tracking of Vehicles and management of Vehicle fleets is forbidden. And that whatever the means or technical system used, on the pain of Disqualification, with the exception of Iritrack and Sentinel.

5) Satellite telephone, GSM, digital tablet, GPS watches

1) For safety reasons, the presence of an Iridium satellite telephone and/or a GSM phone on board the Vehicle is authorised.

The smartphones are tolerated only if they do not possess additional cartographic/geo-localisation applications. Spot checks will be made.

Digital tablets as well as GPS watches are strictly prohibited.

Attention, network coverage may be very weak in places. It is preferable to be equipped with an Iridium satellite phone.

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

3) On Selective Sections, the telephone must remain switched off. Only in case of problems may telephones be used, only OUTSIDE OF THE VEHICLE, WITH THE VEHICLE STOPPED, to signal a withdrawal, an accident or a breakdown.

Beforehand, the crew will have to inform the Race Control (PCO) of their situation via their Iritrack.

4) These telephones may be used from inside the Car / Truck, only on Road Sections and only by the co-driver.

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

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

7) Only the mode telephone is authorised.

8) All infractions will result in penalties up to and including Disqualification.

30P – OPENING OF THE ROUTE

30P1 – RECONNAISSANCES

The Organiser's reconnaissance crew will verify that the route is accessible to all vehicles (trucks especially).

30P2 – OPENING OF THE ROUTE

The opening of the route will be covered by 2 cars with the following crew:

José Maria SERVIA & Fina ROMAN

Raul GIRONA ROMAN & Antonio ANGULO GARCIA

31P – SERVICE

31P1 - GENERALITIES

a) Service carried out by service personnel is allowed only on the sections common to the competition and to the service vehicles, **except for the 500 MILES stage, the assistance is forbidden.**

b) Service crews must keep exactly to the service itinerary such as detailed in the road books which will be given during the administrative checks.

c) Any violation of the rules of the Assistance will result in penalties up to and including disqualification. Any Assisted Crew will be jointly and severally liable for his Assistance.

d) No other assistance areas on the selective sections or on the possible intersections between the service and race section will be allowed.

e) Servicing is authorised on the route of selective section only after the closing of the different time controls, with the authorisation from the Clerk of the Course.

In no case, vehicles will travel in the opposite direction of the race.

f) Servicing in a closed and/or private place is not authorised.

- 1st infringement: 3h for the racing vehicle,

- 2nd infringement: infringement decided upon by the College of Stewards which may go as far as disqualification.

g) Any team member (including crews) is allowed to drive the team's competition outside the bivouac, for technical testing only, away from the route of any selective section, and in respecting the highway code of the countries crossed. When doing so, **the "tracking" system must be switched on, on pain of an infringement decided upon by the College of Stewards.**

h) Any competitor transported in helicopter, no matter the duration, will be disqualified. The competitor will cross his race numbers and follow the rally on the assistance road except on written derogation submitted to the Clerk of the Course.

Any competitor entering in race which will benefit of help or assistance by a person and/or a vehicle non-entered to the organization will be disqualified and its deposit not returned.

32P – TEAM TO VEHICULE COMMUNICATIONS

32P1 – SIGN POSTING

Signalling is authorised in the zone or the route crossing that of assistance.

33P – REFUELLING

33P1 - REFUELLING

The order system of petrol 98 and AVGAS, the prices, and the refuelling places will be mentioned later on.

33P2 - AUTONOMY

- Car / Truck: 600 kms for a stage, 450 kms for Selective Stage. For security reasons, an additional autonomy of 10% is recommended.
- SSV: 250 kms in Selective Stage. For security reasons, an additional autonomy of 10% is recommended. A refueling point will set up before or after the selective stage. **The refueling system, not included in the entry fees, will have to be ordered to the organization.** It will operate with fuel voucher with 10 or 20 liters purchased in advance.

The mileage without any petrol station will be mentioned later on.

34P –FUEL

- a) The local petrol station will be indicated in the race and service road book. This fuel must be paid with local money.
- b) The aviation fuel (AVGAS) is authorised. An order form will be send later.

When there is no petrol station close to the bivouac, the Organizer will make fuel available at the bivouac, which will be delivered in barrels. Order forms will be sent out by the Organizer. Tickets corresponding to orders will be given to competitors at Administrative Checks so that Competitors may obtain fuel at the bivouacs concerned. These tickets will not be exchanged or refunded.

35P –INSURANCES

The entry fees include the civil liability insurance towards third parties as well as the repatriation insurance. You will find below the summaries of these guarantees.

35P1 - ASSISTANCE REPATRIATION

A - DEFINITIONS

A.1 Organiser:

The Organiser has passed assistance / repatriation services to ISOS, in the case of:

- physical attack which makes it impossible, in the opinion of a member of the Rally medical team, to continue with the competition;
- death.

Insurer : ISOS – Contract #TBA

Beneficiaries:

All the persons registered on the event AFRICA ECO RACE 2019 (Pilots & co-pilots / Assistance / Raid / Organisation & Press).

Domicile:

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

Physical attack:

Any deterioration in health of beneficiary having for cause an external event, sudden, unpredictable established by the Rally medical team and the medical team of ISOS.

Area of application:

Cover is provided for AFRICA ECO RACE event from December 28th 2018 till January 13th 2019.

During this period, Competitors who leave or abandon the competition will continue to be covered in Morocco, Mauritania and Senegal only on the most direct route to join Dakar or nearest embarkation harbor to Europe, or their house on the most direct route from the point where they abandoned the Rally.

B – GARANTIES / AREA OF APPLICATION

REMINDER: In the case of physical attack, the Rally medical team will arrange and organize transport of the Beneficiary from the place of the accident to the Rally Bivouac or to the nearest appropriate medical institution using the Rally's ground or air transport.

B.1 – How the cover is provided

From the Bivouac or medical institution to which the Beneficiary has been transported by the Organizer, the Medical Director of the rally, in liaison with the ISOS medical team, will decide, purely on the basis of medical interests and in compliance with the health regulations in force:

For the beneficiary:

- either to hospitalize the Beneficiary in a nearby care center, if their medical condition requires it, before considering return to an institution close to, or in, their place of domicile;
- or to arrange and organize eventually the transportation of the Beneficiary by the medical team of ISOS, if he is physically incapable of travelling by his own means, to his place of domicile or to appropriate hospital facilities close to his place of domicile.

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

It is, in this respect, expressly agreed that the final decision, taken purely on the basis of medical interest for the Beneficiary, rests ultimately with the Rally Medical team and ISOS medical team.

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

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

Extension of services: help to organize return journeys

Beneficiaries whose medical condition does not justify repatriation for medical reasons, under the conditions hereby described, may nevertheless benefit from logistical help after study by the organizer (without costs being incurred by the organizer) for the organization of their transfer between the place where they retired on the Rally and Dakar.

After consideration of the application by the organizer, a substantive advance may be envisaged, subject to the commitment of the beneficiary to reimburse the entire amount by the beneficiary.

It is made against a guarantee check payable to OCT or an acknowledgment of debt signed by the Beneficiary or a legal representative designated by him.

In all cases, any sums advanced are repayable within sixty (60) days of the funds being made available.

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

B.2 – Transfer and/or repatriation of the beneficiary

If the Beneficiary's state of health leads the ISOS medical team, in agreement with the medical team of the Rally, to decide on his transfer or repatriation, ISOS organizes the transport.

This transport is carried out by any appropriate means (light sanitary vehicle, ambulance, regular airliner, sanitary plane, etc.), if necessary under medical supervision.

Only the medical interest of the Beneficiary and the respect of the sanitary regulations in force are taken into consideration for the choice of the means used for this transport.

IMPORTANT: This service is never used for benign lesions or injuries which can be treated on site and which do not prevent the Beneficiary from continuing the Rally or from traveling to Dakar on his own.

Note: The obligation to stop the Rally does not systematically lead to the taking over of a repatriation.

B.3 – Medical expenses (including the cost of hospitalization) incurred during AFRICA ECO RACE 2019

With the prior agreement of its Medical Director and before any repatriation, ISOS organizes the prescribed medical care, prescribed hospitalization necessary for stabilization before repatriation or any other care necessary to preserve the medical conditions of the person.

Are excluded all medical expenses, medicines or hospitalizations incurred after a possible repatriation or the return of the Beneficiary to his home or to a structure close to his domicile.

B.4 – Repatriation in case of death

The insurer organizes:

- the cost of transporting the corpse to the funeral parlor closest to his place of domicile;
- the costs associated with preserving the corpse in compliance with legislation and the costs directly associated with transporting the corpse

The insurer alone is responsible for selecting the companies to be involved in the repatriation process

If the local authorities expressly demand that an eligible person is present in order to implement the necessary repatriation steps, ISOS will organize and pay for such person's return journey.

B.5 - Exclusions

a) No assistance/repatriation hereby detailed will be provided for conditions or minor lesions which may be treated in situ, or for conditions which do not stop the Beneficiary from continuing the Rally or going to Dakar by his own means (With the exception of certain cases of the Medical Director of the Rally).

Note: The obligation to stop the Rally will not systematically give the right to repatriation costs being covered.

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

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

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

- the medical or hospitalization costs incurred after the repatriation;
- the medical costs incurred without the prior agreement of the Rally Medical Director;
- the cost of medical equipment, braces and prosthetics;
- any spa treatments of any kind;
- aesthetic treatments;
- the cost of rehabilitation, physiotherapy, chiropractic;

- the cost of purchasing vaccinations and the costs of vaccination;
- the cost of medical or paramedical services and the cost of purchasing therapeutic products not recognized under French law;
- the cost of a final coffin;
- customs costs.

35P2 – CIVIL RESPONSIBILITY INSURANCE

The Organizer has arranged a Civil Responsibility Insurance policy with the insurance company EQUITE which relates specifically to sports events with terrestrial vehicles in accordance with the legislation in force.

Contract n°: TBA

Guarantees issued are acquired in France, Morocco, Mauritania and Senegal. The purpose of said contract is thus to cover, in the case of an accident, fire or explosion during the course of the Rally, financial consequences arising from civil liability which may be the responsibility of Competitors as a result of physical or material damage caused to third parties to agents of the State or any other public body involved in the order, Organization or control of the Rally, or to their heirs because of injury or damage caused to the said agents in defined conditions of the contract and the provisions of the code of Sport R331-30, A331-32, D321-4 and Decree 2007-1118 of 19 July 2007.

The contract covers the financial consequences of civil liability of Drivers in regard to their team mates and passengers resulting from accidents incurred on public roads not reserved for private use (notably during Road Sections) or during Selective Sections on condition that the responsibility of the Driver can be proved.

Period of cover: entering at the administrative and technical checks, December 28th 2018. The guarantees will stop, latest, on January 13th 2019, at the Lac Rose.

In the event of abandonment or exclusion of a participant during the rally, the guarantee shall automatically cease from the moment of such abandonment or from the exclusion from race, unless such abandonment or exclusion occurs during a stage in which case the warranty shall cease only at the end of that classification test. If the vehicle remains immobilized at the place of abandonment by the organizer of the race, the guarantee will cease only at the end of the classification test after which the vehicle will be withdrawn. However, in the event of the withdrawal of the participant whose vehicle is still fit to drive, the guarantee shall be forfeited on the journey from the place of such abandonment to the trailer park provided for by the organizer.

In the case of accident, the Competitor or his representative must make a written statement, within 24 hours, to the Clerk of the Race, and the Head of Competitor Relations. The report must mention the circumstances of the accident and contact details of any witnesses.

The insurance contracts which the Organizer has arranged in no cases covers (non-exhaustive list):

- accidents caused by strike, riots, crowd movements, civil or foreign war;
- the responsibility of an insured party in the case of an accident caused by intention or deceit;
- the responsibility of an insured person in the case of damage to assets which he owns, has rented, is the depository or guardian of;
- fines;
- the theft of vehicles, separate items and all other property.

The Organizer accepts no liability, therefore, in the case of theft which occurs in a country being crossed by the Rally.

Participant undertakes in advance to release the organizers of the AFRICA ECO RACE 2019 from any legal or civil responsibility emanating from any accidents to material or persons during the AFRICA ECO RACE 2019. Participant undertakes that they are solely responsible for the validity of the various administrative documents which are needed in order to take part in the AFRICA ECO RACE 2019 in Europe, Morocco, Mauritania and Senegal.

Competitors thus enter the AFRICA ECO RACE 2019 fully aware of the risks this Rally could lead them to take.

In case of differences of interpretation, the French version of these documents will be considered as definitive and binding.

35P3 – INDIVIDUAL ACCIDENT INSURANCE

Non-French competitors must contact their national federations to find out what cover their license provides. They are also advised to take out additional insurance.

For all competitors, it is strongly advised to subscribe in addition guarantees an individual accident cover from the insurer of their choice.

Under the conditions and terms of this agreement, the guarantee allows the payment of a lump sum in case of death or permanent disability consecutive to a personal injury during the rally.

This guarantee can be purchased from our broker-Allard Filhet insurance. This is an optional but strongly recommended insurance.

36P – TIME CARDS

36P1 - At the start of a Leg, crews shall be given a Time Card on which the target times and the maximum times authorized to cover each Road Section and each Selective Section shall appear respectively.

This Time Card is handed in at the finish Time Control of each Leg and replaced by a new one at the start of the next Leg. Each crew is solely responsible for its Time Card.

36P2 - Any correction or amendment made to the Time Card will result in disqualification, unless such correction or amendment has been approved in writing by the controller.

36P3 - The crew alone is responsible for submitting the Time Card at the different controls and for the accuracy of the entries. The controllers are the only persons allowed to enter the time on the Time Card, by hand or by means of a print-out.

36P4 - Crews are obliged, under pain of penalties which may go as far as disqualification, to have their passage checked at all points mentioned on their Time Card, and in the correct order.

The absence of a stamp or the failure to hand in the Time Card at any control will result in a penalty which may go as far as disqualification.

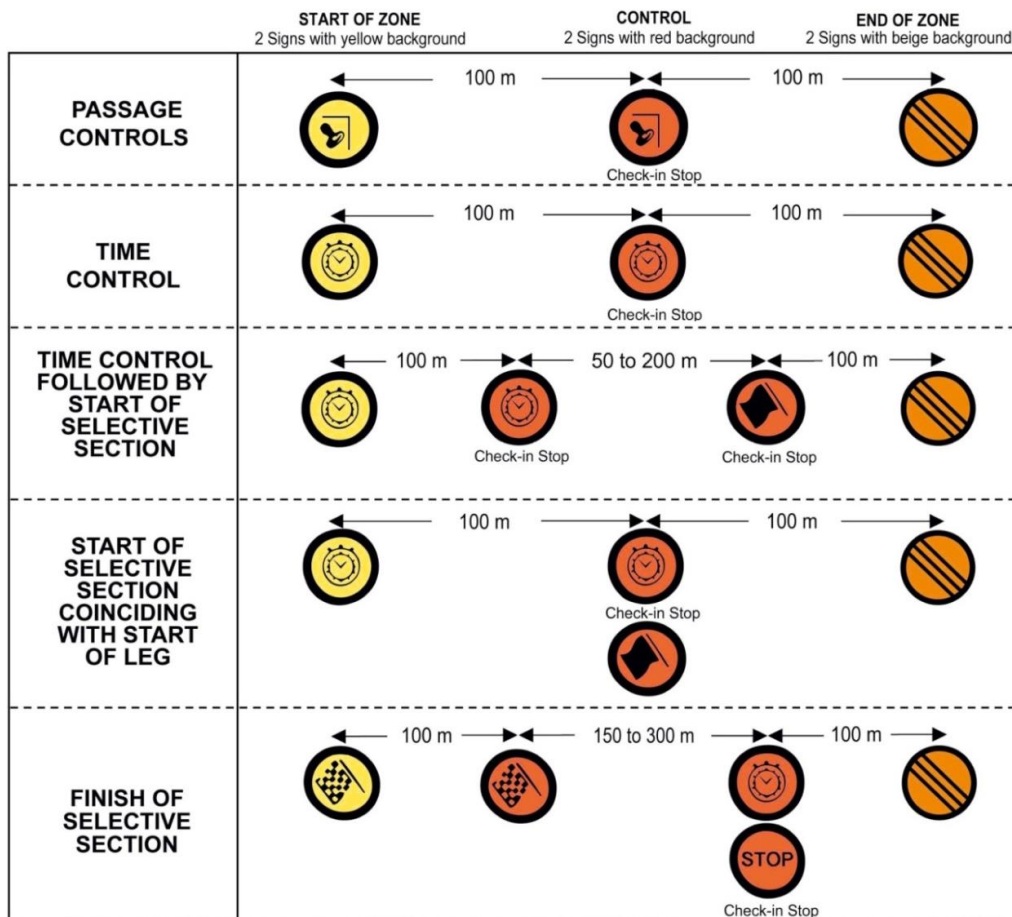
36P5 - The loss of a Time Card will entail a 5 minutes penalty.

36P6 – In case of retirement during a leg, it is compulsory, for the competitor, to give his Time Card to a Sporting Steward as soon as he arrives at the bivouac.

Service is authorized in that case (see 31P).

37P – CONTROL ZONES

All controls, I.E. time controls, start and finish of selective sections and passage controls will be indicated by means of double standardised signs.



37P4 - It is strictly forbidden to enter or leave a control area from any direction other than that prescribed by the itinerary of the event or to re-enter a control area once checking in has taken place at this control, on pain of:

- 1st infringement: penalty of 10 minutes,
- 1st repetition of the infringement: penalty of 1 hour,
- 2nd repetition of the infringement: penalty which may go as far as disqualification decided upon by the College Stewards.

37P5 - Control posts shall be ready to function 1 hour before the target time for the passage of the first crew. They will cease to operate 30 minutes after the target time for the last crew; calculated taking into account the maximum time allowed preceding this control for the last classified competitor.

37P6 - THE OFFICIAL TIME IS THE « GPS » TIME

The target check-in-time is the responsibility of the crews alone, who may consult the official clock on the control table.

37P7 - On pain of a penalty which may go as far as disqualification, the crews are obliged to follow the instructions of the marshal in charge of the control post, who must be assisted by a controller (all possible cases will be examined by the Stewards following a written report by the marshal in charge of the control post).

37P8 - A vehicle must move by its own means, engine running. If the vehicle is unable to move, towing and/or pushing by a competitor in the race is allowed, or by an assistance crew or vehicle when the race and the assistance route follow the same itinerary.

In control zones, these actions 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: 15 minutes.

In control zones, once the infringement has been noted, the vehicle may be removed from the zone using outside help.

38P – TIME CONTROLS

38P3 - The crew is forbidden to stop or to drive abnormally slowly between the zone entry sign and the control post. A crew must remain in the control zone only for as long as necessary to complete the check-in formalities, technical checks and GPS controls.

38P7 - In the case of an accident, should there exist a divergence between the two entries, the starting time of the selective section will be binding, unless the Stewards decide otherwise.

38P8 - At a time control, any difference between the target check-in time and the actual check-in time will be penalized at a rate of 1 minute per minute or fraction of minute for late, and 2 minutes per minutes or fraction of minute for early.

For selective sections, the finish time will be taken to the second.

38P9 - At the time control at the end of a Leg, and at the end-of-event parc fermé, crews are authorized to check in ahead of time without incurring a penalty. This disposition will be indicated in the itinerary/schedule under the indication (P.A.A.), given during the administrative checks.

38P10 - The disqualification time, or one or more maximum times, defined in the Regulations will may be modified at any time by the Stewards, upon the proposal of the clerk of the race. The crews concerned will be informed of this decision as soon as possible. Disqualification from the event or the fixed penalty for exceeding the maximum permitted lateness may only be announced at the end of the Leg.

38P11 - Any failure on the part of a crew to observe the rules of the check-in procedure (and in particular the fact of entering a control zone more than a minute earlier than the check-in time) will be recorded by the chief controller at that post and sent in a written report to the Clerk of the Course.

39P – SELECTIVE SECTIONS CONTROLS

39P3 - A 2-minute penalty will be imposed on any crew which fails to start within 20 seconds of the starting original. If a competitor is unable to leave the control zone under his own power, the penalties as set out will be applied.

39P7 - Any crew refusing to start in a selective section at the time and in the position allocated to it shall be given a penalty of 15 minutes and must make it available to the post chief who will notify it of its new start time.

39P8 - A false start, particularly one made before the controller has given the signal, will be penalized by 1 minute at least or an increased time applied by the Stewards based on the controller's report. This penalty does not exclude heavier penalties being inflicted by the Stewards, especially if the offence is repeated.

39P11 - Stopping between the yellow warning sign and the red STOP sign is forbidden; any infringement will entail a 15-minute time penalty.

If a competitor is unable to leave the zone under his own power, penalties of the Article 37P8 are applied. If he does not stop at the STOP point to have his times entered, a 1-hour penalty will be applied.

39P17 - Away from the road sections and the bivouac where service is allowed, there will not be any other service zones.

40P – SELECTIVE SECTIONS

40P1 - During the selective sections, all members of the crew must conform to the standard described in the FIA Appendix L, Chapter 3 and these specific regulations. The following penalties will be applied:

- At the start of selective sections, the start will be refused.
- During the selective route, penalties which may go as far as disqualification decided by the College Stewards.

40P2 - Crews are forbidden to drive in the opposite direction to that of the selective section, under pain of penalties which may go as far as disqualification.

43P – PASSAGE CONTROLS

43P5 - CLOSING TIME FOR PASSAGE CONTROLS

The closing time for passage controls will be declared taking into account:

- the distance covered since the start of the section concerned,
- the time average of the section under consideration (Selective or time) imposed by the maximum allowed time,
- the ideal time of the last competitor, increased by 30 minutes. **This time must be mentioned on the time card or on the itinerary/schedule or by means of a bulletin.**

43P7 - PENALTIES

a) Penalty for missing passage control (CP): 2 hours.

b) In addition of the examination of the time card, the GPS analysis and failing the Tracking will be carry out to check the route followed.

After the closing of a passage control, the validation by the GPS of a WPM/WPE will be taken into account and will prove of the respect of the official itinerary by the competitor. In this case, there will not be any penalty for missing passage control.

45P – PARC FERME

The following rules will apply:

a) Starting the car with the help of towing or pushing from another competitor still racing inside the parc fermé will be penalised by 1 minute.

b) Vehicles will be in parc fermé from the moment they enter a control zone but not the Passage Control zone. From the stop point until the zone exit, if the vehicle is unable to restart, it may only be either towed or pushed out of the zone with external help without penalties, under the supervision of the chief marshal.

c) Except in the case of the finish – bivouac section time control, any infringement of the parc fermé regulations will result in a penalty ranging from 10 hours to disqualification.

d) Before the exit from all the parks or at the start of a leg, if the scrutineers of the event note that a vehicle seems to be in condition which is not compatible with normal use, they must immediately inform the clerk of the course, who may request that it be repaired.

In this case, the time in whole minutes used for such repairs will be considered as the same number of minutes lateness registered on a Road Section. To prevent a crew from trying to make up lost time after repairs, the crew will be given a new starting time. Any crew which arrives more than 30 minutes late will be excluded from the event.

e) By way of exception to the parc fermé rules, and on the responsibility of an official, he crew may, while in the parc fermé at the start, regrouping zone or end of leg:

- change complete wheels, one or two punctured or damaged tyres using the equipment on board.
- have a new windscreen fitted with the possibility of having outside help with the agreement of the clerk of the race.
- check/modify the pressure of its tyres.

These repairs must be completed before the starting time; otherwise a penalty of one minute for every minute's lateness will be imposed.

f) In order to remove its vehicle from a parc fermé for the start, regrouping halt or end of Leg, the crew will be allowed to enter the parc fermé 30 minutes before its starting time.

g) STAGE 500 MILES

When arriving at the Selective Section, pilots will receive a time card with an allowed time to drive to the Parc Fermé. Assistance in the Parc Fermé is forbidden until its opening. **Assistance will not be allowed from the start of the stage until the arrival of the next stage. The presence of any person (assistance, companions, press, VIP of the competitor) or any means of locomotion, overflight near the course between the arrival of the selective sector and the Parc Fermé would result in a penalty up to disqualification.**

46P – CLASSIFICATIONS

46P4 - There will be a special classification for:

- T1,
- T2,
- T3,
- T4,

2 wheels-drive,
2 rigid axles vehicles

46P6 - The various classifications will be posted each evening at the bivouac at 7.00 pm, in the catering area.

The provisional classification of leg will be posted the day after the stage in question. It becomes definitive after the period for complaints, which ends when the first racing competitor has left the next stage following this posting. On the rest day, the classifications of the previous leg will be posted at 3.00pm and become definitive 0h30 after.

Given that the classification becomes definitive as concerns the elements used to compile them, these elements and only these elements may be considered regarding any protest, once the final classifications re posted at the end of the event.

46P7 - The official classification of the AFRICA ECO RACE 2019 will be posted on the official notice board at the Rally HQ in Dakar, at the latest 12 hours after the 1st vehicle will be finished on January 13th 2019.

They become definitive 30 minutes after their posting.

The program of the last day will be mentioned by bulletin.

46P8 – FINAL CLASSIFICATION

To be in the final classification, the competitor must start the last special stage, cross the finish line and park his car in the parc fermé before the closing hour limit.

46P9 – PRIZE

Overall Classification Cars: 1st, 2nd, 3rd

Group T1 1st, 2nd, 3rd

Group T2 1st, 2nd, 3rd

Group T3 1st, 2nd, 3rd
T3 FIA: 1st
SSV vehicle: Side by Side Vehicle: 1st, 2nd, 3rd

Group OPEN 1st, 2nd, 3rd

Group EXPERIMENTAL: 1st

Two rigid axles classification: 1st

Car -2L: 1st

OPEN AER 1st

Senegalese Crew: 1st

Overall Classification Trucks: 1st, 2nd, 3rd

Group T4 T4.1: 10 000cc and more: 1st
T4.2: less than 10 000cc: 1st

500 Miles 1st car and 1st truck

The trophies will be given to the winners during the prize-giving at the Lac Rose, on January 13th 2019.

47P – PROTESTS - APPEALS

47P1 - All protest shall be lodged in accordance with the stipulations of the Code. They must be lodged in writing and handed to the Clerk of the Course with the protest fees (700 €), which shall not be returned if the protest is judged unfounded.

47P2 - If the protest requires the dismantling and re-assembly of different parts of a vehicle, the claimant must pay a deposit calculated according to a scale (Article VII: VE and general prescriptions).

47P3 - The expenses incurred by the work and by the transport of the vehicle shall be borne by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if the claim is founded.

47P4 - If the claim is unfounded, and if the expenses incurred by the protest (checks, transport, etc.) are higher than the deposit amount, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned to him.

47P5 - The competitors may lodge an appeal against decisions give, in conformity with the stipulations of the FFSA General Prescriptions and of Chapter 13 of the International Sporting Code. The decision of the College of Sporting Stewards concerning problems of safety (ex: failure of a competitor to respect the official itinerary, a damaged vehicle, etc.) will take effective immediately, irrespective of any appeal. The cost of a national appeal is: 3300 €. FIA appeal is: 6.000 €. Any failure to respect the texts of these regulations for which the penalties are not mentioned will be recorded in a report to the Clerk of the Course, and the Stewards will decide what penalty to impose. Where there is a difference between the text of an article and the table it is the text of the article that takes precedence.

48P – PENALTIES

VEHICLE IN RACE	ART. N°	Start refused	Time penalty	Financial penalty	Decisions or Penalties up to the College of Sporting Stewards	Disqualification
Absence at the 1 st Briefing	4P2			100€		
Assistance in a closed space or private area Iritrack not switch on during tests	4P3 c)				Penalty at steward discretion	
Speed in the bivouac, over : 20km/ph	4P3 d)				May go as far as disqualification	
3rd infraction in a speed control zone (in 3 different zones)	4P12				May go as far as disqualification	
Missing GPS points (WPT, CP)	4P14				May go as far as disqualification	
Arriving ahead or after target time	4P16		1 minute per 1 minute			
Exceeding maximum time allowed	4P17		Fixed penalty		May go as far as disqualification	
No respect of payment schedule	11P2			Superior fees + 10%		
Changing names after entries closure	11P2			300 €		
No payment of entry fees and failure to give the deposit	11P3	■				
Retirement not signified and in case of research	11P4			Deposit cashed in		
Assistance by a vehicle or person non-registered	11P4			Deposit cashed in		
Deposit failure to be paid	11P4					■

Abandon of 1 crew member or admission of a third person	11P4					■
Transport of a crew member by the organisation	14P4					■
Not wearing safety equipment	14P5					■
Vehicle not conform after technical checks	11P6			No refund of entry fees		
No presentation of compulsory safety equipment	14P6 b)		Start delayed up to 30 minutes 1 min/min late			■ after 30'
Failure to inform of retirement	14P7 a)			Deposit cashed in		
Search operations for non-information about retirement	14P7 a)				Sanctionned by ASN	
Retirement of crew member or admission of third person aboard vehicle	14P7 b)					■
Transport of a member of a crew during a leg	14P7 b)					■
Super rally: leg in which the competitors have retired	14P8		3.00 + maxi time allowed of the SS + penalties for missing wpt and CP			
Super rally: start not taken	14P8		6.00 + maxi time allowed of the SS + fixed penalty + penalties for missing wpt and CP			
Competitor in the balai : 1 st time	14P8		3.00 + maxi time allowed of the SS + fixed penalty + penalties for missing wpt and CP			
Competitor in the balai : 2 nd time	14P8					■
Absence of 2 number or rally plates	15P5			20% of entry fees		
Breach of the identity bracelet	15P7			10% of entry fees		
Refusal of optional advertising	16P4			Entry fees x 2		
Advertising relating with tires, petrol or lubricating brand	16P6			+60% of entry fees		
No respect of convening 1.00 late: Over 1.00:	17P1			50 € 80 €/h		
Failure to the GPS & Iritrack training	17P1			500 €		
Maximum time allowed between Administrative checks / Technical checks: 30min over time 1.00 late: Over 1.00 :	17P1			50 € 80 €/h		

Maximum time allowed between Technical checks/parc fermé: 30min over time 1.00 late: Over 1.00:	17P1			50 € 80 €/h		
Mounting brackets, cables, and aerials of safety equipment not fitted before checks	17P1			150 €/material not fitted		
Vehicle not conform	17P1	■		Entry fees not refund	Changing of group	
No presentation of the original documents	17P2	■				
Absence of hole for seal	18P1			150€ per missing hole		
Failure of the marks for scrutineering	18P2				May go as far as disqualification	
Change of engine block T1 Group	18P4		6.00			
Late reporting for the start of leg Over 30 minutes after last competitor	19P8		1 min per 1 min			■
Early at start CH of a selective section	19P9				May go as far as disqualification	
Absence of validation of WPT, DZ, FZ	22P2		1 CP missing			
Absence of validation of all the Passage controls for one leg	22P4				May go as far as disqualification	
Unblocking GPS (maxi 2 times) Over 2 times	22P5.1		3h		May go as far as disqualification	
Possession of forbidden system	22P6					■
Reconnaissance of the route Possession of non authorized notes	23P11	■			May go as far as disqualification	
Staying more than 90m from a DZ or a FZ	24P1		1 WPT missing		May go as far as disqualification	
Over speed in safety zone CP	24P1.2		CF 26P3	CF 26P3	CF 26P3	
Over speed in a control zone 3 rd infringement (in 3 different zones)	24P1				May go as far as disqualification	
Impossible to read the GPS or any attempt at cheating	24P2				May go as far as disqualification	
Failure to enter the day's code	24P2				May go as far as disqualification	
Non validation of WPT, DZ, FZ	24P3		15 min			
Vehicle transport, blocking a vehicle to avoid overpassing	26P1				May go as far as disqualification	
Pulse signal - Speeding Between 01 & 15 km/h Between 16 & 40 km/h Over 40km/h : 1 st impulsion 2 nd impulsion 3 rd impulsion	26P3		3'/impulsion 6'/impulsion 20mn 1.00	100€ 200€ 300€ 1.000€	Stewards' discretion	
Nonpayment of the financial penalty	26P3	■				
Over max speed Trucks Between 151 & 155 km/h Between 156 & 170 km/h Over 170 km/h : 1 st impulsion 2 nd impulsion 3 rd impulsion	26P4.2		3'/impulsion 6'/impulsion 20mn 1.00	100€ 200€ 300€ 1.000€		■

GPS not operating due to the crew members: First 20 of General Car Classification First 10 of General Truck Classification The others	27P1 e)		1.00 1.00	300 €		
Avoid overpassing : First 20 of General Car Classification First 10 of General Truck Classification The others	27P1 f)		15 min 15 min	300 €		
No respect of the article	28P 3)				Stewards' discretion	
Crew involved in an accident	28P 4)				May go as far as disqualification	
Assistance to another crew in case of an accident: Stop time >3min	28P2 3)		Total time subtracted for the 1 st 2 crew stopped, on request to the Clerk of the Course			
Incident or attempt at cheating with Iritrack	28P3				May go as far as disqualification	
Any impoliteness towards anybody	28P4			500 €		
Any incorrect, fraudulent or unsporting action	28P4				Stewards' discretion	
No respect of the environment	28P4			1000 €		2 nd offense
Sales or transfer of a vehicle	28P4 e)				Not allowed to register in the future	
No respect of the article	29P					■
Assistance in a closed area or private area 1 st infringement 2 nd infringement	31P1 f)		3.00		Stewards' discretion	
Tracking not switch on for tests	31P1 g)				Stewards' discretion	
Help by a service crew not registered	31P1			Deposit not refund		
Competitor in helicopter	31P1					■
Correction or amendment of time card	36P2				May go as far as disqualification	
Absence of stamp on time card, failure to hand in a control	36P4				May go as far as disqualification	
Time card lost	36P5		5 min			
Entering or leaving a control area from any direction other than that prescribed by the itinerary or re-entering a control area once checking in has taken place 1 st infringement 2 nd infringement 3 rd infringement	37P4		10 min 1 h		May go as far as disqualification	
Non-respect of the Marschal intructions	37P7				Stewards' discretion	
Towing in a Control Zone : Start area of a leg or SS : PC Zone : CH Zone :	37P8	■	5 min 15 min			
Difference between target check in time and actual check in time	38P8		1 mn per 1mn late 2 mn per 1 mn early			
Stopping more than 20 sec at the start of the SS	39P3		2 min			
Refuse to start on time at a SS start	39P7		15 min			

False start	39P8		1 min		Stewards' discretion	
Stopping in the arrival zone	39P11		15 min			
Not stopping at the Stop point	39P11		1.00			
Not respecting the FIA safety norms At a start of a SS During a SS	40P1	■			Stewards' discretion	
Driving in the opposite direction in a SS	40P2				May go as far as disqualification	
Towing in the Parc Fermé	45P a)		1 min			
Infringement at the Parc Fermé regulations	45P c)		10.00		May go as far as disqualification	
Work on a vehicle in the Parc Fermé, asked by Stewards over 30min	45P d)				May go as far as disqualification	
Exceeding work time allowed in the Parc Fermé	45P e)		1 min/ min late			
Amount of protest	47P1			700€		
Appeal national	47P5			3300€		
Appeal international	47P5			6000€		
ASSISTANCE	ART. N°	Start refused	Time penalty	Financial penalty	Decisions or Penalties up to the College of Sporting Stewards	Disqua lificati on
Absence at the 1 st Briefing	4P2			100 €		
Modification of a crew	4P6			500 €		
No respect of the article	4P6					■
None adapted vehicle	9P1	■				
No respect of the article	11P1					■ racing vehicle
No respect of the payment schedule	11P2			Superior fees + 10%		
Changing names after Nov. 15th	11P2			300 €		
No payment of entry fees and failure to give the deposit	11P3	■				
Assistance by a person not registered	11P4					■ racing vehicle
Not wearing seat belts 1 st infringement 2 nd infringement 3 rd infringement	14P5			100€ 500€		■
No presentation of the safety equipment	14P6	■				
Failure to inform of retirement	14P7			Deposit cashed in		
Search operations for non-information about retirement	14P7			Deposit cashed in +Expenses to the crew		
Refusal of optional advertising	16P			Entry fees x 2		
Advertising relating with tires, petrol or lubricating brand	16P			+60% entry fees		
No respect of convening hours	17P1			50 €		
No presentation of original papers	17P2	■				

No respect of the route 1 ^{ère} infringement 2 ^{ème} infringement 3 ^{ème} infringement 4 ^{ème} infringement	21P			50 € 100 € Lock		■
Fraud of safety equipment	26P1				May go as far as disqualification	
Over max speed : From 0 to 20 km/h : 1 st infringement 2 nd infringement 3rd infringement Over 20 km/h : 1 st infringement 2 nd infringement	26P4			100 € 200 € 200 €		■ ■
Over max speed in towns and villages : From 0 to 10 km/h : 1st infringement 2nd infringement 3rd infringement Over 120 km/h : 1st infringement 2nd infringement	26P5			200 € 500 € 500 €		■ ■
Over speed or dangerous driving in bivouacs	26P6				May go as far as disqualification	
Incivility to people 1 st infringement 2 nd infringement 3 rd infringement 4 th infringement	28P			100 € 200 € Lock		■
Abandon of tires, wheels	28P			1000€		
No respect of the environment 1 st infringement 2 nd infringement	28P			500 €		■
Vehicle sold in a crossed country	28P e)				Not allowed to register in the future	
No respect art	29P3					■
Radio in board	29P6				May go as far as disqualification	
Intervention on SS	31P					■
Refuelling a racing vehicle	31P					■ racing car
No respect art	31P					■ Racing & assistance vehicle
Failure to inform of retirement	36P2			Deposit cashed in		

APPENDIX #1 : INSTALLATION OF THE SAFETY EQUIPMENT

All Safety and Navigation suppliers will be present:

- every morning at the start from the bivouac,
- permanently at the Safety Centre, close to the Race Control,

for advice, repair and, in case of retirement, to collect your equipment.

GPS / SENTINEL

All racing vehicles must be equipped with a GPS/SENTINEL;

All assistance vehicles must be equipped with an ERTF GPS.

- ➔ A maximum of two GPS Unik (homologated « AFRICA ECO RACE ») will be allowed by vehicle, depending on the availabilities of the supplier.
- ➔ An installation kit (bracket, power cable (including 3A fuse), aerial cable and aerial) must be procured by the competitor directly from ERTF. It must be installed before scrutineering.
- ➔ Competitor will be required to ensure the mechanical and electrical installation, with a continuous and regulated power supply between 9 and 30 volts.
- ➔ The rental of the GPS is compulsory. The instruments will be delivered by our supplier, ERTF, during the scrutineering.
- ➔ Upon confirmation of entry, the organiser will forward to you an information sheet concerning this equipment.
- ➔ Compass heading repeaters and/or speed or distance trips, other than the model homologated by « AFRICA ECO RACE », are prohibited, as are all other accessories not homologated and connectable to the GPS. This optional instrument must be bought to the supplier.
- ➔ In the case where a new GPS is requested during the rally (following problems or loss of the first), a new deposit will be requested directly by our supplier.
- ➔ In case of damaged to rented equipment, an invoice issued by ERTF.
- ➔ The GPS must be returned at the end of the rally to ERTF, who will ensure recuperation and in case of retirement.
- ➔ In all the case, the competitor will must demand a receipt mentioning the state of the GPS.
- ➔ The deposit of any GPS not returned to ERTF before 10th of February 2019 in working order will be cashed.

ERTF

Parc Technologique de Soye - 56275 Ploemeur - France

Tél : + 33 (0)2 9787 2585 - Fax : + 33 (0)2 9737 5921 - competition@ertf.com

TRACKING / IRITRACK SYSTEM

The hire of an Iritrack is compulsory in race.

Assistance vehicle must hire an Etrack.

- ➔ It will be issued to you during the administrative checks by our supplier, Marlink.
The installation kit, including the mounting bracket, cables and aerials, will be sent by courier on receipt of your order form and payment.
- ➔ The kit must be installed before technical scrutineering.
- ➔ On confirmation of your entry, the organizer will send you information regarding this equipment.
- ➔ The use of this equipment is compulsory (on pain of the start being refused) as is the maintaining of the equipment in working order, throughout the race, and over the whole of the route, including road sections.
- ➔ In the case where a new Iritrack or is requested during the rally (following problems or loss of the first), a new deposit will be requested directly by our supplier.
- ➔ The Iritrack must be returned at the end of the rally to Marlink, who will ensure recuperation.

Telephone – Safety Equipment

All safety and survival equipment as detailed in Article 14P can be obtained, like satellite telephones (optional), from Marlink.

MARLINK – DEPARTEMENT RALLY RAID

114/126 Avenue D'Alfortville - 94600 Choisy- le-Roi -France

Tel : +33 (0)1 48 84 34 07 - Email: mehdi.couillard@marlink.com

APPENDIX # 2 : AFRICA ECO RACE BRANDS - TRADEMARKS

AFRICA ECO RACE is a trademark. As the organizer of the AFRICA ECO RACE, it exclusively holds all the operating rights for that event and, as managing agent of its subsidiary, the organizer exclusively holds the operating rights of the nominative, figurative and/or semi-figurative "AFRICA ECO RACE" trad marks.

The logo below (hereinafter the "Competitor Logo") has been specially designed to be used by competitors who are regularly registered to participate in the 2018 edition of the AFRICA ECO RACE defined by the conditions below:

CONDITIONS FOR USING THE COMPETITOR'S LOGO:

- ➔ The Competitors logo is designed for you to add your name or that of your team exclusively for the purpose of identifying your participation in the 2019 edition of the AFRICA ECO RACE,
- ➔ You may reproduce the Competitor Logo, and only this one, just below by downloading it,
- ➔ You agree to strictly apply the graphic code of the Competitors logo without modifying it apart by inserting your name and that of your team in the dedicated area,
- ➔ The Competitor Logo may be affixed to the following communication supports exclusively: partner search files, press kit, clothing of your entire team, social networks and competitor's website, as well as on vehicles Race and assistance. Any other use of the Competitor Logo and the "AFRICA ECO RACE" trademark on other support and / or for commercial, advertising and / or promotional purposes is strictly prohibited unless having been authorized by the organizers,
- ➔ The right to use the Competitor Logo does not confer any right of ownership and use apart from what is specified above. You therefore agree that there is no confusion in the minds of third parties over such use. Any use which isn't authorized, is strictly forbidden.
- ➔ Under no circumstances may this composite label be directly or indirectly associated with any commercial or institutional trade mark. Consequently, your sponsors may not use this composite label and may not under any circumstances use AFRICA ECO RACE trademarks so that there can be no confusion in the minds of the public between their status as a competitor sponsor and an AFRICA ECO RACE sponsor which they are not,
- ➔ Finally, all AFRICA ECO RACE competitors are strictly prohibited from marketing, in any way, products bearing all or some of the AFRICA ECO RACE trademarks, including the aforementioned composite label; the marketing of products bearing AFRICA ECO RACE trademarks is strictly reserved for the organization and its licenses.



APPENDIX # 3: AUDIO VISUAL COVERAGE

1. In order to permit the widest possible dissemination and promotion of the AFRICA ECO RACE, any and all persons taking part in the AFRICA ECO RACE 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 AFRICA ECO RACE, as well as the trade name(s), trade marks(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 protections 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 form whatsoever, dealing with all or part of the AFRICA ECO RACE, posters, travel diaries, autograph books, maps, official programs of the AFRICA ECO RACE, the organizer will not exploit or allow the exploitation of the individual image of the Competitor in the context of marketing by-products known as merchandising.

2. Competitors and accompanying persons may not be allowed to film pictures of the AFRICA ECO RACE, whatever the means used and the purpose for which they are intend to film, without the prior written consent of the organizer. In this connection, written requests must be sent at the latest by the 30th of November preceding the start of the competition, to the following email address: concurrents@africarace.com.

APPENDIX # 4: ON BOARD CAMERAS

TECHNICAL FILE

Product	Number	Power requested	Weight	Dimensions	Battery power
GoPro Hero 4 Black with case	2	12 V	88 gr	H41mm x W59mm x D 30mm	3.885 Wh (1050 mAh)
Y-DOL Action Camera	15		76 gr	H41mm x W59mm x D 30mm	3.7 V - 4.995Wh (1350mAh)

Competitors will have the obligation to accept the assembly of a kit (power supply + support), the installation of cameras and a sound system embedded during the Rally. These systems will be temporarily installed in the Vehicles according to the needs of the Organization. Any refusal will be penalized at the discretion of the stewards.

APPENDIX # 5: BOAT – FLIGHT – ACCOMODATION - VISAS

All services related to the registration and / or available as options are exclusively managed by OCT or an authorized provider by OCT.

OCT is the only one allowed to market access in the AFRICA ECO RACE.

Access to the bivouac is forbidden to anyone not accredited and / or not provided with its badge.

1 - BOAT

Boat transport Sète/Nador is included in the entry fees with extras fees (vehicle and crew members).

Boat return for vehicle is included in the entry fees.

IN CASE OF DIFFERENT DIMENSIONS COMPARED TO THOSE DECLARED

- Participants must pay the additional cost due to new dimensions found, only in cash
- The organization cannot be held responsible if the vehicle cannot be loaded because of lack of space on the rally boat Europe / Morocco

GENERAL INFORMATION ABOUT BOAT TRANSPORT

- Vehicles that are not presented for boarding at the given time will be refused
- Accordingly to the overseas regulations, it is completely prohibited to carry fuel in the ferry. Vehicles will be checked at the port and vehicles carrying fuel will not be allowed to board on the ferry

Responsibility and insurance:

As from the coverage of the vehicle by the Organizer on the port of embarkation in Dakar (Senegal) the RC Insurance cover stops. Please sign additional insurances with your insurer. The organization cannot be held responsible for damage, theft or other.

2 –ACCOMODATION

Menton

The MENTON town can take care of your reservations. Contact them directly:

Isabelle NICLOT – Tel : +33(0)4 92 10 51 48 – Email : Isabelle.Niclot@ville-menton.fr

Dakar

The organization of the AFRICA ECO RACE will propose accommodation at Dakar. After receiving your entry confirmation, a document containing all the different services proposed will be sent. For more information, contact the Competitor Department: concurrents@africarace.com.

3- VISAS

To obtain your visa, it is compulsory to have:

- A passport valid until July 31th 2019,
- 2 blank pages in your passport,
- It is your responsibility to obtain the necessary visas. Depending on your nationality, contact directly the embassies, visas may be compulsory for Europe and Morocco.

Mauritanian Visa

A visa is compulsory and included in the entry fees. The Organizer will take care of administrative procedures.

Senegalese Visa

Since May 1st, 2015, modalities for Senegalese visas have changed. No more visa are needed except for CHINA, KAZAKHSTAN or KYRGYZSTAN citizen.

The Organizer will take care of administrative procedures (60 €/pers).

APPENDIX # 6: TECHNICAL REGULATIONS

PREAMBLE

The technical regulation for the AFRICA ECO RACE conforms to the 2009 and 2016 F.I.A. regulations for cars and trucks. There are however some exceptions, which you will find detailed in the following pages.

The FIA technical regulations can be consulted on their web site: www.fia.com

- click on : FIA Sport / Regulation / FIA cross country rallies

- Then: articles 281, 282, 283, 284, 285, 286, 287.

F.I.A. - Tel: + 41.22.544.44.00 (Switzerland)

Technical contact – cars, ssv and trucks

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Serge LARQUEY : +33 6 83 93 82 52 – Mail : serge.larquey@wanadoo.fr

GROUP T1 – IMPROVED CROSS COUNTRY VEHICLES

Appendix J. Article 285. Specific regulations for improved cross-country vehicles (GROUP T1).

For T1, several tanks are allowed. They may be located forward of the main hoop tube and not extend to less than 1100 mm from the axis of the front axle.

3P - MINIMUM WEIGHT

3P1 - Cars are subject to the following scale of minimum weight based on the engine size:

Over	Up to and including	4x4	4x2 : Declared and built up to 31/12/2017	4x2 : Declared and built as from 01/01/2018
	1600	1325	800	1055
1600	2250	1400	950	1130
2250	2750	1475	1010	1205
2750	3250	1550	1070	1280
3250	3750	1625	1130	1355
2750	4250	1700	1190	1430
4250	4750	1775	1250	1505
4750	5250	1850	1310	1580
5250	5750	1925	1340	1580
5750		2000	1340	1580

Diesel 4x4 monoturbo vehicles loose 2 weight classes.

Vehicles with 2 rigid axles loose 2 weight classes cannot be combined with monoturbo.

When supercharging of reciprocating piston engine or piston engine (s) rotating (s) and turbine engine, refer to Section 282 of Appendix J for calculating equivalent displacement.

4P - ENGINE

- Series engines produced to more than 1000 copies are allowed without modifications, except for the exhaust and intake.
- Free engines must respect the FIA regulation (Art. 285-Appendix J)(Compression ratio, camshaft, intake system).
- Or, if serial engine, see the following table:

4P1.1.2 - RESTRICTOR FOR PETROL ENGINES (4x4 and 4x2)

Standard – vehicle in conformity with Appendix J 2018	37
Standard V8 rocker arm engines over 5.4L 4X2	37.2
Standard V8 rocker arm engines over 5.4L 4X4	37

4P1.1.2 - RESTRICTOR FOR DIESEL ENGINES

Supercharged prototype	35
Standard single supercharged stage - vehicle in conformity with Appendix J 2018	39
Standard double supercharged stage – vehicle in conformity with Appendix J 2018	38

For the two rigid axles vehicles and serial engine: no turbo restrictor.

4P1.4 - COOLING OF THE CHARGE - EXCHANGER

Article P-4.1.5 Serial diesel engines made to more than 1000 units will use their original system to cool the charge. If this is not the case they will use the heat exchanger air / air as stipulated in Article P-4.1.6.

Article P-4.1.6 Free diesel engines must use an Air/Air exchanger with a maximum total volume of 12l. The total volume of the core is given by its external dimensions (length x width x thickness).

6P - TRANSMISSION

6P1- Gearbox and transfer box

Conception of the gearbox is free but limited to 5 forward gears and 1 reverse gear.

7P - WHEELS AND TYRES

Complete wheels must have a maximum diameter of 940mm for two-wheel drive vehicles and 810mm for four-wheel drive vehicles.

For two-wheel drive vehicles, tires can be recut.

GROUP T3 – IMPROVED CROSS-COUNTRY VEHICLES - LIGHTWEIGHT

GROUP T3.1 et T3.2

Group T3 vehicles must comply with the general prescriptions and with the safety equipment defined in Articles 282 and 283 respectively.

GROUPE SSV – SIDE BY SIDE VEHICULE

Side by side (SxS): Mechanically propelled single-engine land vehicles with 4 wheels propelled by their own means, and of which the propelling device and steering are controlled by a driver on board the vehicle.

These vehicles have two seats side by side, must be registered in one country and comply with the International Convention on Road Traffic with regard to lighting. Vehicles must be 4-wheel or 2-wheel drive only.

OBLIGATIONS

- The T3 FFSA technical regulation represents the main reference document of this event. FFSA website: [14 - Règlement Technique SSV et T3 - CF 2018 - Maj CD 24.01.18](#) or the technical regulation T3 of the National Federation of the competitor
- These vehicles must comply with the general prescriptions and with the safety equipment defined in Articles 282 and 283 respectively.
- Vehicles with a FIA passport are accepted.
- The safety fittings composed of the origin structure + reinforcements (minimum 6 points). The minimum diameter of the tubes and reinforcements will be 38mm, thickness 2mm.
- Any tank containing oil or fuel must be situated in the main structure of the vehicle.
- Only fuel tanks conforming to the FT3-1999, FT3.5-1999 or FT5-1999 standards are permitted.

- No part of this housing may be situated less than 40 mm above the reference surface.
- Reference surface: Plane defined by the lower face of the lowest tubes of the chassis that are situated within the vertical projection of the fuel tank.
- The number of suction points is limited to 2 and the pressure of the suction pumps must not be more than 1 bar.
- The number of fuel exits is limited to 2.
- In case of conservation of the original tank: it is authorized to add an FIA tank in the body with additional protection for the roll bar with a tank and FIA pipe fitting that flows into the original tank.
- All vehicles must have a shielding (aluminium alloy or steel plate of 6 mm minimum thickness) fitted directly onto the chassis underneath any part of the tank(s) situated above the reference surface.

PILOT AND CO-PILOT SAFETY EQUIPMENT (conform to FIA)

Each competitor must have:

- Homologated FIA helmet
- FIA homologated helmet with full front protection (open helmets allowed only with compulsory, glasses or a helmet visor)
- Homologated Hans System
- Sticker with name/first name, blood group and flag on each side
- Fireproof undergarments, balaclava, sock, shoes, gloves (driver) complying to FIA norms
- Homologated fireproof overall suit
- Minimum capacity of 3 liters/pers.

These equipments will be checked at the technical checks and every morning before the start.

VEHICLE

- All mechanical parts of the vehicle must be in perfect condition and will be checked by a technical delegate. Departure will be refused to all non-compliant vehicles. Each vehicle must have:
- Safety cage must be FIA homologated (art. 282 & 283 T3 respectively)
- Bucket seat homologated FIA
- 5 or 6 points harness homologated FIA
- Lateral protection nets for the side windows (upper part attached to the frame)
- Rigid roof above the occupants of the vehicle, at the top of the arch of the protective structure; the material used may be fiberglass, aluminum foil or steel (minimum thickness 1.5 mm), welded-bolted to the security structure with metal staples. It is forbidden to drill the tubes of the vehicle frame.
- Absolutely forbidden: position the spare wheel on the roof of the vehicle (allowed only on one side or at the back, secured by safety straps)
- Circuit breaker accessible by pilots
- 2 FIA fire extinguishers securely fixed and accessible from the outside, including 1 automatic installed according to the FIA regulations
- 2 towing rings (front and rear) or a FIA strap allowed
- Free windscreen
- Tank(s) allowing to perform 250 km +/- 10%. Any tank change will involve the installation of an FIA homologated tank - Annex J, Articles 283, art. 14 or in accordance with Article CR21 of the Score Regulations,
- GPS UNIK 2 - ERTF
- IRITRACK - MARLINK
- 1 seat belt cutter per pers
- 1 shovel
- 1 towing rope
- 1 Mud flaps

Check also Specific Regulations: art.14P – Safety Equipment

TIRES

Outside diameter of the tires is 30 inches maximum

VEHICLES CONFORMING TO SCORE US REGULATIONS

Definition of categories and classes: Article 9P of supplementary regulation.

9P - ADMISSIBLE VEHICLES

Technical details, Group OPEN vehicles:

All 2 or 4-wheel drive vehicles conforming to Score regulations (Score International Offroad Racing Rules and Regulations) are admissible, with the exception of classes ½-1600 and 5-1600, under the following conditions: Respect of articles Appendix J – FIA 285.7 and 3P of this regulation.

1. CONCEPTION OF THE ROLL CAGE:

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

2. ROLL CAGE DIMENSIONS:

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

Vehicle weight	open cockpit	close cockpit
1.350 kg à 1.360 kg	44,4 mm x 3,05 mm	38,1 mm x 3,05 mm
1.361 kg à 1.810 kg	50,8 mm x 3,05 mm	44,4 mm x 3,05 mm
Plus de 1.810 kg	57,2 mm x 3,05 mm	50,8 mm x 3,05 mm

3. WEIGHT:

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

Group OP.2: The minimum weight is 2.800 Kg

Or respect of art. 3P of this regulation

4. TYRE SIZE:

Tyres must respect the following sizes:

- 950 mm max, for 2-wheel drive Group OP.1 vehicles and for Group OP.2 vehicles.
- 840 mm max, for 4-wheel drive Group OP.1 vehicles, on 15 inch rims.
- Or respect of article 285.8, appendix J FIA and Art. 7P of the specific regulations.

5. VEHICLE WIDTH:

Group OP.1

For 4-wheel drive, the max width is 2,20 metres.

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

Group OP.2

The max width is 2,20 metres.

6. RESTRICTOR:

Group OP.1 and OP.2 vehicles must conform to Article 4P of the current technical regulations (2-wheel drive only), as well as with Appendix J FIA, Article 285.4.1.1.A.

7. INFLATION / DEFLATION:

Automatic inflation / deflation will be allowed for Group OP.2 vehicles if it exists as standard and providing the system has not been modified in any way. Automatic inflation / deflation systems are forbidden for vehicles in Group OP.1 4x4 even if fitted as standard.

8. MISCELLANEOUS SAFETY EQUIPMENT

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

9. FUEL TANKS

Fuel tanks must conform either to article CR21 of the score regulations or with Appendix J FIA, Article 283, article 14.

10. FUEL

Fuel used must conform with Appendix J FIA, Article 282, article 9 and the specific regulations of the event, article 34P.

GROUP T4 - RACE TRUCKS

Vehicles of T4.1 will have to confirm to the Appendix J FIA regulations, article 287 (2017).

The FIA passport for T4.1 will benefit from an extension of validity for the AFRICA ECO RACE 2019, if and only if no modification contrary to Appendix J - Article 287 to the FIA T4 homologation regulations (01 / 01/2008), is only brought to the vehicle.

Any modification of a T4.1 must have the prior approval of the Organization.

T4.2 Group vehicles must comply with article T7P of the Dakar 2017 technical regulations and be in possession of a Dakar passport, or in the process of obtaining, or a technical passport equivalent to the Dakar passport, issued by the competitor's ASN or by AFRICA ECO RACE.

OPEN AER

For vehicles in Group OPEN with rigid axles which engine is in front of the middle of the wheel base:

Engine: free

Restrictor: 42

Minimum weight 4x2: 1700 kg

Minimum weight 4x4: 2600 kg

Maxi diameter: 33 for vehicles over 2T

APPENDIX # 7: ASSISTANCE REGULATIONS

The Assistance Specific Regulations takes in consideration the CAR/TRUCK Specific Regulations as well as the following ones.

4P - DEFINITIONS

4P2 - BRIEFING

On the boat, on December 31st 2018, a general briefing, with all the competitors and services, will be held. The presence of at least one member of each race and assistance crew is compulsory on pain of a penalty of 50€.

4P6 - CREWS

- Crews may be composed of:
 - From 2, up to 6 persons, in trucks, if the truck is homologated for 6 persons as standard, and providing this is stated on the registration papers.
- From 2 to 3 persons in small truck, if the truck is homologated for 3 persons as standard, and providing this is stated on the registration papers.
- From 2, up to 4 persons, in the cars, depending on the type of vehicle entered. Only 4x4s having the possibility on the registration documents, to carry 4 people on board, will be allowed to transport 4 people.

It is compulsory that at least 2 persons of each crew hold a driving licence.

FIA licences are not necessary for assistance crews.

No changes to assistance crew members will be allowed once scrutineering has been passed, under pain of a 500 € fine, per infringement, per crew member; except for those persons entered as Team Managers, or if authorised, exceptionally by the Race Direction. If an assistance crew member leaves their vehicle due to force majeure, the vehicle may continue providing the Race Direction is informed.

All infractions will incur the disqualification from the race of the racing vehicle which it is attached.

9P - ELIGIBLE VEHICLES

- All standard petrol and diesel vehicles conforming to Standard regulations, even if they are not FIA homologated.
- Standard off-road small truck below 3.5 tonnes, even if they are not FIA homologated.
- Standard off-road trucks over 3.5 tonnes, even if they are not FIA homologated.
- At the start of the race, the organiser reserves the right to refuse the entry of all vehicles which appear not to be suitable or which do not correspond to the vehicle declared, or all cars more than 6 years old or a truck more than 15 years old.
- Assistance vehicles entered in the car category must not measure more than 2.90 m high (roof rack included) on pain of paying a supplement corresponding to the entry fee for the assistance small truck category.
- Assistance vehicles entered in the small truck category must not measure more than 4.20 m high (roof rack included), on pain of paying a supplement corresponding to the entry fee for the assistance truck category.
- Assistance vehicles entered in the truck category must not measure more than 4.20 m high (roof rack included), on pain of being unable to embark in the boat.

11P - ENTRIES

11P1 - DEMAND

Conforming to the current specific regulations article 11P. All « assistance » entries must be attached to a competitor in the race to be accepted. The non-respect of the following articles may go to disqualification from the race of the assistance vehicle.

11P2 –ENTRY FEES

The entry consist of :

1 set « Vehicle Plates » + 1 set « Personal Fees »

	Before 30/06	Before 15/09	Before 15/11
Individual	6.200 €	6.600 €	7.600 €
Vehicle - 1.9m high - 5m long	2.900 €	3.000 €	4.000 €
Vehicle + 1.9m high - 5m long	3.400 €	3.500 €	4.500 €
Vehicle + 2.9m high - 7m long	4.700 €	5.100 €	5.500 €
Vehicle + 2.9m high - 9m long	5.300 €	5.600 €	5.900 €

Vehicle less than 1.9m high or over, 5 meters long and over have to pay an extra amount: 650€ M/L

Vehicle 2.8m high and over, 9m long and over have to pay an extra amount: 650€ M/L

Camping Car 9m long and over have to pay an extra amount: 650€ M/L

Price including

- Boat transport Sete / Nador for the pilot, in an interior cabin to be shared with 3 other persons, meals at the self,
- Boat transport one-way Sete / Nador for the vehicle,
- Bivouacs in Africa,
- Accommodation on bivouacs (breakfast, packed lunch, dinner) and lunch in Lac Rose,
- Prize-giving ceremony at Lac Rose,
- Transport back of the vehicle by boat Dakar / France,
- Mauritanian visa,
- Vehicle insurance in Mauritania and Senegal,
- Medical assistance, osteopath,
- Medical repatriation insurance back to Europe,
- Civil responsibility insurance of the organizers.

Only the reception of your bank transfer copy corresponding to the registration fees first part will have value of entry file creation.

Respect of the payment schedule

PAYMENT DEADLINES MUST BE RESPECTED.

The non-respect of the payment deadlines will be subject to the superior registration fees and will be increased by a penalty of 10 %.

The organizer reserves the right to cancel registrations that have not been paid in full by November 15th 2018.

The final list of crew members must be submitted before November 15th 2018.

Modification of names or vehicle

Any changes to the list made after this date will incur additional fees of 300 euros.

Closure of entries: November 15th 2018.

11P3 – PAYMENT

Payments for entries must be made by SWIFT bank transfer (bank account reference of O.C.T. are notified on the entry form). Competitors must write the entry references on the bank transfer (Name or Team name).

Only the reception of your bank transfer copy corresponding to the registration fees first part will have value of entry file creation.

The organizer reserves the right to cancel registrations that have not been paid in full by November 15th 2018.

Start of the race will be refused to any competitor who will not pay his entire entry fees and his deposit amount.

Bank details :

IBAN : LU83 0027 1913 2000 6700

BIC / SWIFT CODE : BILLULL

Owner of the account : ORGANISATION DE COMPETITIONS ET DE TOURISME SARL
Bank adress: DEXIA -69 Route d'Esch - L-2953 Luxembourg

Invoice :

One bill will be sent to each team after the rally, made out to One payer's name and address detailing all services provided by O.C.T.

11P4 – DEPOSIT

a) For each vehicle, a deposit given by the crews will be compulsory (each member of the crew will stand surety for them), only if they guarantee to respect the obligation below:

- **Obligation to inform in the case of retirement the organisation by all possible means** (Article 8-5). The mean to inform the organization is the responsibility of the crews. A third person may not be held responsible. Failure to respect this obligation entails, in the case of specific research, the financial liability of crews who have not taken the necessary signalling their location.
- **Obligation to sign a waiver if a participant leaves the rally.**
- Obligation to respect the customs formalities of the crossed countries.
- Obligation to respect the clauses of these specific regulations.
- Obligation to return the equipment given temporarily to the competitors during the event.
- In the case where a crew has to leave the vehicle in a stage, he must inform the closest police station and give a duplicate to the Rally HQ and AFRICA ECO RACE office, as soon as he is back from Africa. As all vehicle must leave the crossed countries, repatriation to Dakar's harbour is at his own expense.
- Obligation to discharge the organisation of all fees (such as: accommodation, other return journey than planned, miscellaneous fees etc.).
- Obligation to respect safety rules during the event.
- **Obligation to respect the chief doctor decisions.**

b) The deposit may be done by check or a bank transfer or credit card, given before the administrative checks.

The AFRICA ECO RACE will accept only one payer per vehicle or team. The deposit will be returned after the rally, except in case of:

- Failure to respect of the safety rules and the sporting ethics of the event.

c) Any participant entered in the rally benefiting of help or assistance by a person and / or a vehicle not registered by the organisation will be disqualified and its deposit cashed.

d) Nota: Any non-payment of the deposit entails the interdiction to compete for the AFRICA ECO RACE:

Amount of the deposit for Cars and Trucks : 1 000 euros

11P5 - WITHDRAWAL

a) So as to avoid any ambiguity, cancellation of entries must be sent by registered post. Cancellations and requests for refunds must be sent to : AFRICA ECO RACE – 14 quai Antoine 1er – 98000 Monaco.

For all cancellation of entries, refunds will be made in the following manner:

- In the case of cancellations made before September 15th 2018 = 1.500 € administration costs retained,
- In the case of cancellations on September 15th 2018 and after = 100% of the amount paid is retained.

In case of serious medical problems, OCT will study on request (requested by registered letter) the possibility of partial refund (original of the full medical file shall be send). 3 000 euros will be retained.

b) No crews refused a start due to failure to pass administrative checks or scrutineering will be eligible for refunds.

c) For refunds for additional services please refer to the general conditions of sale laid down by the different suppliers.

11P6 – CANCELLATION OR POSTPONEMENT OF THE EVENT

In the case where it proves impossible to run the event, for whatever reasons, and particularly for the following non-exhaustive reasons such as: failure to obtain, or withdrawal of federation approval, failure to obtain authorization to cross a particular country, political problems in one or other of the countries to be crossed, making it impossible to run the event, financial difficulties making it technically or sportingly impossible to run the event, embarkation, disembarkation or logistical problems making it impossible to transport competitors etc... Organiser will be liable only for funds paid. Funds received by the organiser will be refunded by February 10th 2019 at the latest.

In the case where the event is delayed, the organiser will inform each competitor immediately, by registered post, of the new program of the race.

In the case where participants are unable to take part in the race, due to the change of date, they have a maximum of eight (8) days, from the moment the registered letter is received, to request, by registered mail, refund of funds paid to the organiser. Refunded will be made latest by February 10th 2019.

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

14P – SAFETY EQUIPMENT

14P5 - SAFETY BELT - HARNESS

The wearing of a safety belt or harnesses is mandatory over the entire itinerary. Failure to wear the safety belt or harness will incur the following penalties:

- 1st infraction: 100 € per infraction,
- 2nd infraction: 500 €,
- 3rd infraction: disqualification.

Checks will be made on the itinerary by the organisation.

14P6 - SURVIVAL EQUIPMENT

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

- 1 lighter,
- 1 distress mirror,
- 1 torch,
- 1 reserve of 5 litres of water per person,
- 1 foil survival blanket per person,
- 1 lunch pack/person,
- 1 strobe lamp,
- 1 fluorescent gilet/pers,
- 2 hand-held flares: 1 night hand flare, 1 light stick
- 1 towing rope (10 meters),
- 1 compass,
- 1 first aid kit,
- 1 seat belt cutter for each person (accessible by both the driver and co-driver),
- 1 Etrack,
- 1 GPS ERTF.

All crews unable to present all the above equipment at the start of a leg, start will be refused until compliance has been achieved.

14P7 - RETIREMENT – DISQUALIFICATION

In the case of retirement, it is imperative that crews inform, by all possible means, and as quickly as possible, the « AFRICA ECO RACE » race control **+33 1 83 73 55 54**. Failure to respect this important safety clause will result in the refusal of all future applications to take part in any cross-country rally organised by the organiser and non-refunding of the deposit. In addition, failure to respect the obligation to inform the organisers in the case of retirement, where search operations are carried out, will result in the crew in question being liable for the financial costs of search operations. Crews that have retired may in no circumstances be transported by the organizers for part or all of the route.

16P – ADVERTISING

See article 16.

17P – SCRUTINEERING AND ADMINISTRATIVE CHECKS

17P1 - The act of presenting a vehicle for administrative checks and scrutineering is considered as an implicit declaration of its compliance.

The scrutineering will take place in Menton, on the 28th & 29th of December 2018. Crews will receive on December a convocation stating the day and exact time at which they must present their vehicle.

Failure to respect the convocation times will incur a penalty of 50 €.

The presence of all crew members is compulsory (no third person will be allowed).

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

On leaving administrative checks, competitors will receive a convocation time for scrutineering. All lateness for scrutineering will be sanctioned by a penalty of 50 €.

17P2 - ADMINISTRATIVE OBLIGATIONS

The person responsible for a vehicle undertakes to present valid papers. If one of the necessary documents is missing the vehicle will not be accepted. At administrative checks, each crew must present the following original valid documents. No photocopies or declarations of loss will be accepted.

a) Documents to be presented by drivers and co-drivers:

- National driving licence,
- International driving licence,
- Valid passport (valid until 31/07/2019),

b) Documents to be presented for vehicles:

- Valid registration certificate (provisional registrations not acceptable, or W or WW or equal for the foreign countries),
- Insurance certificate (green card),
- Permission of the owner to use the vehicle when he is not part of the crew.

17P4 – TECHNICAL OBLIGATIONS

Crews undertake to present a vehicle conforming to the entry form, on pain of being refused the start. Vehicles must be presented at the scrutineering with Etrack mounts and cables. Failure to comply will result in a penalty of 50 € for each safety material non-installed.

19P – ATTRIBUTION OF NUMBERS AND STARTING ORDER

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

Assistance zone will be mentioned by a bulletin. If they have the same itinerary than the race, they will start after the last competitor entered in race.

21P - ITINERARY

The following of the itinerary, as described in **the electronic road book** is compulsory. Vehicles must follow the entirety of each stage on pain of disqualification. They may not avoid a stage and then return to the race, unless they make a specific request to the Clerk of the Course. Failure to respect the itinerary will incur the following penalties:

- 1st infraction: fine of 50 €.
- 2nd infraction: fine of 100 €.
- 3rd infraction: immobilisation at the liaison time control until the start of the 1st car + sealing of the vehicle until the finish time control of the next bivouac.
- 4th infraction: disqualification.

23P – ROAD BOOK

There will be no road book assistance in paper format.

The electronic road book is downloaded in the ERTF UNIK2 GPS.

The road book of the day will be visible by unlocking the GPS code posted every night.

26P – TRAFIC - SPEED

26P1 - CHECKING PROCEDURE ITINERARY / SPEED

Throughout the Rally competitors are responsible for the correct functioning of their Etrack and GPS ERTF. It must be functioning and stay permanently connected, with power cable and aerial connected throughout the length of each stage.

Any incident caused by the competitor (loss, destruction, being switched off etc.) and / or all attempts of a fraudulent nature or manipulation will result in penalties, up to disqualification, to be decided upon by the Sporting Stewards.

26P4 – MAXIMUM SPEED

a) Throughout the entire event, crews must strictly observe the traffic laws of the countries crossed.

All over speeding between 0 and 20 kph, will be sanctioned as follows:

- 1st infraction: 100 €,
- 2nd infraction: 200 €,
- 3rd infraction: disqualification.

All over speeding over 20 kph will be sanctioned as follows:

- 1st infraction: 200 €,
- 2nd infraction: disqualification.

b) In the case where local speed limits are lower these will apply. In addition, it is up to assistance crews to adapt their speed to the population and traffic conditions. Radar controls will be carried out along the itinerary by local police forces. The infractions noted will be then transcribed on the notebook at the finish time control, for infringement.

26P6 - SPEED – VILLAGE

Assistance vehicles must respect the same rules than race vehicles when driving through villages or towns (read ART 26P).

All over speeding between 0 and 10 kph will be sanctioned as follows:

- 1st infraction: 200 €,
- 2nd infraction: 500 €,
- 3rd infraction: disqualification.

All over speeding over 10 kph will be sanctioned as follows :

- 1st infraction: 500 €,
- 2nd infraction: disqualification.

26P7 – SPEED BIVOUAC / STAGE TOWN

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

28P – DRIVER'S CODE

28P3

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

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

All incivility noted will result in a penalty of:

- 1st infraction: fine of 100 €.
- 2nd infraction: fine of 200 €.
- 3rd infraction: immobilisation at the liaison time control until the start of the 1st car + sealing of the vehicle until the finish time control of the next bivouac.
- 4th infraction: disqualification.

b) It is forbidden to leave wheels and/or punctured or damaged tyres on the itinerary of the route. Any crew caught disobeying this rule will be penalised 1000 € per tyre or wheel. Repeat offending will result in penalties up to disqualification from the race.

c) If a crew abandons or leaves the rally, or at the end of the rally, it is strictly forbidden from transferring or selling its vehicle in any of the countries crossed. Any crew found to have breached this rule will lose its deposit.

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

- 1st infraction: 500 €,
- Repeat offence: disqualification.

e) Sale / transfer of Vehicle forbidden

In case of withdrawal, or after the end of the Rally, it is strictly forbidden for a Crew, a Team Manager, the owner of a vehicle or any other person of the team to transfer or sell his/her/a machine(s) in any of the countries crossed.

In addition to the risks incurred locally by failure to comply with the rule in force (fines, impoundment of vehicle/passengers, etc.), any crew found to have breached this rule will not be permitted to enter the AFRICA ECO RACE for the next years for all the persons who can be involved and linked in this sort of business.

29P – ACCESSORIES AND NAVIGATION

See article 29P of Specific Regulations

31P – ASSISTANCE

See article 31P of the Specific Regulations.

- It is forbidden for assistance vehicles to intervene on the day's special, on pain of disqualification from the race of the assisted competitor.
- However they can intervene on road sections, only on sections of the itinerary shared with competitors.
- Vehicles and persons entered in the assistance category are not allowed to go on the route of the selective section, except after closing of the finish time control.
- For safety reasons, people registered in the assistance category must inform the organiser when they go back on the track to get a competitor, on pain of disqualification of both vehicles.
- **For safety reasons, assistance vehicles are not allowed to transport fuel** (tolerance of 20 litres).
- All refuelling (of petrol) of a competitor by an assistance vehicle is forbidden, on pain of disqualification from the race of the assisted competitor.
- All infractions of the assistance regulations will result in penalties up to disqualification of the assistance vehicle and the race vehicles concerned.
- **500 ILES STAGE: Assistance will not be allowed from the start of the stage until the arrival of the next stage. The presence of any person (assistance, companions, press, VIP of the competitor) or any means of locomotion, overflight near the course between the arrival of the selective sector and the Parc Fermé would result in a penalty up to disqualification.**

33P - REFUELLING

33P2 – AUTONOMY

600 kms. For security, autonomy of 10% more is recommended.

35P – INSURANCE

See article 35 of the specific regulations.

It is essential for you to read this article so as to know the cover and guarantees included.

36P – TIME CARD

36P7 -Assistance vehicles will be allowed to leave the bivouac each day from 5 am depending on the time which will be mentioned during the administrative checks and each bivouac. Check-in will be located at the start and finish time control of each bivouac.

Assistance vehicles must submit to the organisation checks.

TECHNICAL REGULATIONS

It is not necessary that assistance vehicles be homologated by the F.I.A.

TECHNICAL OBLIGATIONS

Each assistance vehicle must have the following equipment:

- Minimum 4 points harnesses / seatbelt for all crew members,
- Compulsory: 1 homologated 2 kg manual powder fire extinguisher,
- Compulsory: Minimum 2 external rear view mirrors,
- Compulsory: 2 towing points (1 at the front, 1 at the rear),
- Compulsory: reinforced windscreen,
- Compulsory: 1 powerful horn,
- 2 spare wheels
- Etrack and ERTF GPS.



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