

30 years of passion, 30 years of competition

The Dakar, an extraordinary adventure, is also a top-flight international competition, with 43 different nationalities represented among participating competitors and more than 500 vehicles racing in four categories: motorbikes, quads, cars, trucks.

The guidelines for these races must respect the harmony of the Dakar caravan, both its internal organisation and its adaptation to its environment: communal life on the rally; mutual respect; battle without conflict. These objectives have guided the drawing up of the event's sporting regulations, modified each year according to the new requirements and constraints of the rally. The mainstay of the competition, the regulations are the fruit of careful reflection, undertaken in close association with the officials responsible for their application during the Dakar.

Available to all, the regulations must be read, re-read, consulted and mastered by the competitors. In-depth acquaintance with the rules, as much as the spirit and the values of the Dakar, is a vital prerequisite in this exceptional, tough competition.

Etienne Lavigne
Directeur du Dakar



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1. DEFINITIONS

1P1 ORGANISATION

L'Association Sportive du Paris Dakar, are organising, in conjunction with A.S.O., the 30th Cross Country Marathon Rally Dakar, named for 2008 : the 'Euromilhões-Dakar', an international event to be held from 2 to 20 January 2008, under the aegis of the Federation Internationale de l'Automobile, the Federation Francaise du Sport Automobile and the national federations (ASNs) of the countries to be crossed: Portugal, Morocco, Senegal.

These regulations have received F.F.S.A. Organiser's Licence No 3 dated 27 July 2007.

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

1P2 EVENT PROGRAMME

- ◆ **15th May 2007** : Opening of receipt of the race applications files.
- ◆ **22nd June 2007** : Closing of receipt of files
- ◆ **25th June to 13th July 2007** : Announcement of the selected files
- ◆ **15th November 2007** : Closure of entries.
- ◆ **20th December 2007** : Official publication of the entry list
- ◆ **2nd January 2008 : 19.00** 1st meeting of the College of Sporting Stewards
- ◆ **2nd, 3rd January 2008 : 08.00 to 19.00** Scrutineering and administrative checks in the Belem Cultural Centre and placing of vehicles in parc ferme, in front of the Jeronimo Monastery, in Lisbon
- ◆ **4th January 2008 : 08.00 to 15.00** Scrutineering and administrative checks in the Belem Cultural Centre and placing of vehicles in parc ferme, in front of the Jeronimo Monastery, in Lisbon. **18.50** Publication of the list of competitors allowed to start and of the starting orders **19.00** Competitors' briefing in the Belem Cultural Centre, in Lisbon. **20.30** Assistance briefing
- ◆ **5th January 2008** : Podium, road section then Selective Section. Night in Portimao.
- ◆ **6th January 2008** : Selective Section in Algarve, then Road Section to port of embarkation.
- ◆ **13th January 2008** : Rest day in Nouakchott (Mauritania)
- ◆ **7th to 20th January 2008** : Legs in Africa
- ◆ **20th January 2008** : Finish and Prize Giving in Dakar.

The program for the last Leg, as well as starting orders, will be the subject of a bulletin.

Official Notice Boards

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

- ◆ At the Belem Cultural Centre, from 2 to 4 January 2008 at the rally race control, and at the Parc Fermé entrance from 2 to 5 January 2008, in Lisbon.
- ◆ At the Parc Fermé entrance on 5 and 6 January 2008, in Portimao.
- ◆ On the boat on the evening of 6 January.
- ◆ In Africa, from 7 to 19 January 2008, at the rally's race control (PC Course) plane and in the catering area.
- ◆ In Dakar, 19 and 20 January 2008, at the rally's race control (PC Course), situated at the Hotel Meridien.

Organisers' Committee

Organisation Director : Etienne LAVIGNE

Deputy Director : Frédéric LEQUIEN

Sporting Director : David CASTERA

In charge of Logistics : Grégory MURAC

Director of External Affaires : Roger KALMANOVITZ

President of the A.S.A. du Paris Dakar : Roger KALMANOVITZ

1P3 LIST OF OFFICIALS

President of the College of Sporting Stewards :

Josep BESOLI

Member of the College : Horacio RODRIGUES

Member of the College : Alain ROSSI

Clerk of the Course : Robert LAGULHON

Deputy Clerks of the Course : Patrick PELAT, Roger GUILLEMAIN, Stéphane LE BAIL

Secretary of the Meeting : Virginie SOULAIRE

Technical Steward : André OLIVIER

Technical Steward : Jean-Claude DESNOUX

Technical Steward : XX

Technical Steward trucks : Fabien CALVET

Competitors' Liaison Officer : Christian CHAMBRES

Competitors' Liaison Officer : Jean-Yves PINSON

Competitors' Liaison Officer : Jordi PARRO

Chief Safety Officer : Roger KALMANOVITZ

Chief Medical Officer : Olivier AUBRY

All members of the organisation holding an FFSA or FIA official's licence will automatically be considered as judges of fact, in accordance with article 8 of the supplementary regulations, with the exception of members of the College of Sporting Stewards. A list of judges of fact will be distributed at the end of scrutineering.

Car regulations

1P4 COMPETITORS' DEPARTMENT

From Monday to Friday, from 9h00 to 12h30 and from 13h30 to 18h00.

A.S.O. – Competitors' Service – A.S.A. du Paris Dakar
Frédéric LEQUIEN, Deputy Motorsport Director
Nelly PAVEE, Florian VUILAUME

2 Rue Rouget de Lisle
92137 ISSY LES MOULINEAUX Cedex - FRANCE
Tel. : +33 (0)1 41 33 14 60
Fax : +33 (0)1 41 33 14 69
E-mail: concurrents@dakar.com

1P5 BRIEFING

A general briefing will be held on 4th January 2008, at 19.00, at the Belem Cultural Centre in Lisbon.

The presence of at least one member of each crew is compulsory on pain of a penalty of 100 €.

The briefing of the 1st African stage, will be posted on the boat on 6th January 2008.

In Africa a briefing will be held each evening at the bivouac at 21.00, in the catering area.

2. TERMINOLOGY



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

2.2 ASN National Sporting Authority.

2.3 Bivouac

a) Zone situated between the Time Controls at the finish of one Leg and the start of the next, where all competitors regroup; this zone is located in the road book. In the bivouac, servicing is free between the competitors still in the race and with vehicles and/or people registered in the assistance category. It is an area freely accessible to all those accredited by the organisers.

b) **The bivouac zone will be determined by a fictive zone**, the centre of which will be the race control structure set up by the Organisers (or any truck indicated by the Organisers) and in which the following must be installed:

- ◆ An official notice board.
- ◆ The race control that will be operational after the closing of the Time Control for the finish of the Leg.

The finish Time Control and the start Time Control of the next Leg are combined, but they must not be further than

5 km from the centre of the bivouac for the finish of a Selective Section and they must not be further than 10 km from the centre of the bivouac for the start the next day.

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

◆ 1st infringement: 3 h,

◆ 2nd infringement: exclusion.

Any team member (including crews) is allowed to drive the team's competition vehicle outside the bivouac for technical testing only and away from the route of any Selective Section. When doing so, the Iritrack must be connected, on pain of penalties at the discretion of the College of Sporting Stewards.

d) The Organisers will set up bivouacs with regulated servicing, for which the procedure is described in the present Regulations (Art2P2).

2.4 Briefing The briefing will be given by the Organisers' delegate and the participation of the drivers is compulsory for the first meeting and recommended for the following briefings. The Clerk of the Course must attend the briefing.

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

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

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

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

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

2.8 Crew "Crew" means the first driver together with any co-driver(s). It is made up of a maximum of four persons who must hold an FIA driver's and entrant's licence for the current year, valid for the Event.

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

2.10 GPS Point (WPT) A GPS point is a geographical point defined by coordinates of longitude and latitude.

There are several types of GPS points: WPV, WPM, WPE. Each GPS point is a compulsory passage point.

2.11 WPV (Visible waypoint)

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

2.12 WPM (hidden waypoint)

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

2.13 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 WPE's.

2.14 PC (Passage control) A zone where the time card must be stamped by the marshals and which must obligatorily be a WPM or a WPE.

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

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

2.17 Neutralisation Period This is the time during which the crews are stopped by Race Control (Parc Fermé conditions).

2.18 Information note This is information given by the Organisers and/or Race Control to the crews who, after reading it, must confirm this by signature. This note will be made available to the competitors as soon as possible.

2.19 FIA Technical Passport Document issued by the competitor's ASN and authenticated by the Scrutineer in charge at the Event, who identifies the presented vehicle. This passport must be presented on demand of the Scrutineers.

2.22 Regrouping (Parc Fermé conditions)

- a) Stop scheduled by the Organisers to enable the theoretical times to be observed on the one hand and, on the other, to regroup the crews still in the Event. The stopping time may vary according to the crews.
- b) The new start will be given according to the order of arrival of competitors at the entrance of the regrouping Time Control. The first ten crews that arrive will start at 2-minute intervals.

2.23 Road Book

- a) Each crew shall receive a road book, size A5, comprising a maximum of 5 horizontal lines of distances, drawings and information, containing characteristic notes and/or the compulsory GPS passage coordinates, which they must observe on pain of penalties which may go as far as exclusion.
- b) For each inhabited area through which the competitors pass, the direction in which they are to proceed on leaving that area will be indicated. The entry to and exit from the inhabited area will be shown at least with GPS coordinates and/or a visual landmark.

2.24 Official itinerary This is represented by the passage through each visible or hidden waypoint featured in the road book.

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

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

2.27 Selective Section Speed test in real time. Selective Sections may be run over a course exclusively reserved for the competitors of the Event. Starts of Selective Sections are preceded by or twinned with a Time Control for the starts, and followed by a Time Control after the finish.

2.28 Team Manager Person duly authorised to represent a team entered in an Event (+ see art. 18P5).

2.29 Target time

- a) Each Road Section will be covered within a target time, which the competitors must respect.
- b) TAny crew exceeding this target time on the Road Section will incur a penalty given to the minute.

2.30 Estimated time Time estimated by the Organiser to cover a Selective Section.

Car regulations

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

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

2.35 Pulse signal (speed control zone) Following the permanent functioning of the "GPS", a pulse signal is recorded in the GPS approximately every 150m and the speeding is displayed on the speed page of the GPS.

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

2.36 Sporting penalty A sporting penalty means a penalty imposed for:

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

2.37 Manufacturer A Manufacturer is one who manufactures vehicles which are homologated by the FIA, bear that manufacturer's name, and are on sale to the public. Special editions of such vehicles are made for competitions purposes and are in compliance with the FIA Appendix J, the present regulations and their appendices.

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

2P1 BIVOUAC

It is forbidden to circulate at excessive speeds and/or to drive dangerously in the bivouac area, on pain of penalties up to and including exclusion from the race, to be decided upon by the College of Sporting Stewards. All vehicles seen crossing (or driving on) the airstrip adjacent to the bivouac will incur sanctions up to and including exclusion from the race.

2P2 BIVOUAC WITHOUT ASSISTANCE

In these bivouacs, assistance will be authorised uniquely between competitors still in the race. No outside assistance is authorised (for example: by mechanics, team managers, any other person) on pain of exclusion from the race of all the vehicles

assisted and / or entered by the same competitor.

The organiser's fuel supplier will be allowed to transport mechanical pumps and the necessary material for the refuelling of racing vehicles. The transport of any other parts or machines is strictly forbidden under pain of exclusion of all vehicles assisted and/or entered by the same competitor.

3. REGULATIONS

An Event is disputed in conformity with:

- ◆ The current specific regulations for the Event.
- ◆ The FFSA regulations
- ◆ The International Sporting Code of the FIA (the Code) and its appendices
- ◆ The FIA Appendix J : articles 281, 282, 283, 284 (T2), 285 (T1), 287 (T4)

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

3.2 Any amendment or any additional provision will be announced by dated, numbered and signed bulletins. They will be an integral part of the regulations.

3P1 Litigation

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

4. SUPPLEMENTARY REGULATIONS

4.2 Amendments to the supplementary regulations - Bulletins

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

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

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

4.2.3 These bulletins will be posted in the Secretariat, in the rally headquarters, and on the official notice board(s).

Car regulations

GROUP T4 : TRUCKS

Group T4.1: PRODUCTION TRUCKS

Group T4.1.1 : Production Trucks, less than 10 litres cubic capacity

Group T4.2 : MODIFIED TRUCKS

Groupe T4.2.1 : Modified Trucks, less than 10 litres cubic capacity

Trucks must comply with Appendix J – article 287, as well as the homologation regulations of T4 FIA Group (01/01/2008).

GP2 TECHNICAL SPECIFICATIONS

For all T1 vehicles entered or supported by a manufacturer, or which were so during the 2007 Dakar (BMW X-raid X3, Mitsubishi and Volkswagen) as well as 'Buggies' driven by Jean-Louis Schlesser and Robby Gordon, articles 4.1.1.1, 4.1.1.2 and 6.1 of the technical regulations (Annex J – article 285) are modified according to the text featured in the technical regulations, page 52. In case of necessity and/or to maintain the equity of the event, ASO reserves the right to impose any modification judged necessary to the list of vehicles concerned by this measure.

7. CREWS

7.1 Any crew entered by a competitor holding an FIA international competitor's licence valid for the current year is eligible.

7.2 Where the competitor is a legal entity, or in any case not part of the crew, the first driver named on the entry form will be held responsible, jointly and severally, for all the liabilities and obligations of the entrant, throughout the whole Event. During a Leg, transportation by land or by air of at least one member of the crew by the Organisers will entail the exclusion of the crew concerned.

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

8. OFFICIALS

The list of names of the officials must be supplied to the FFSA at least 4 weeks prior to the event.

- ◆ 1 Panel of 3 Stewards of different nationalities, with its own Secretary.
- ◆ 1 Clerk of the Course.
- ◆ 4 assistant Clerks of the Course.
- ◆ 1 Secretary of the meeting.
- ◆ 1 Safety officer.
- ◆ 1 Chief Medical Officer.
- ◆ 1 Crews' Relations Officer for 50 crews accepted, 2 for 100 or more.
- ◆ 1 Scrutineer for every 50 crews entered, 2 for 100 or more.

1 post chief and 1 controller for each of the controls scheduled on a Leg (i.e. for one Leg: Start-of-Leg TC, TC preceding start of Selective Section, start of Selective Section, Passage Control, finish of Selective Section, Stop TC, Finish-of-Leg TC).

Judges of facts: any person holding an international licence and nominated by the Event organisation in accordance with Article 149c of the Code.

The list of the judges of fact will be posted during the administrative checks.

8.4 Crews' Relations Officers

The crews' relations officers, of whom at least one shall be bilingual (English/French), will be easily identifiable by means of a distinctive marking.

They will be present :

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

The mission of the crews' relation's officers is :

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



Pictures of the crews' relation's officers :



Jean-Yves
PINSON
French
English



Christian
CHAMBRES
French
Spanish



Jordi
PARRO
Spanish
French
English
Italian

9. ENTRIES



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

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

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

9.2 By the very fact of signing the race application file, the competitor and all the crew members submit themselves to the sporting jurisdictions specified in the Code and the regulations only.

9.4 Up to the moment of the administrative checks, the competitor may freely replace the entered vehicle with another.

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

9.7 The entry application will be accepted only if accompanied by the entry fees.

9P1 GENERAL

Up to the moment a crew presents itself for administrative checks, any change of one or several members may only be made with the approval of the College of Sporting Stewards.

9P2 ENTRY REQUESTS

- a) Admissible, upon invitation, all persons over 18 years of age.
- b) The Organising Committee reserves the right to refuse the entry of a driver, co-driver, or a competitor (Art 74 of the International Sporting Code).

c) Definition of an amateur : All car or truck drivers who have not finished in the first 10 overall on the Dakar over the last 5 years.

NB : All drivers who do not fit into the preceding definition but whose notoriety is directly related to results in motor sport may not enter in this category. A.S.O. is alone apt to refuse all cases that are litigious.

d) Entry fees, cancellation of entry and requests for refunds : see Appendix N°1

9P3 START REFUSED

- a) No crews refused a start due to failure to pass administrative checks or scrutineering will be eligible for refunds, apart from the fixed sum payable to crews having retired before reaching Mauritania (see Appendix No 1).
- b) For refunds for additional services please refer to the general conditions of sale laid down by the different suppliers.

9P4 CANCELLATION OR POSTPONEMENT OF THE EVENT

- a) In the case where it proves impossible to run the event, for whatever reasons, and particularly for the following non-exhaustive reasons such as; failure to obtain, or withdrawal of federation approval, failure to obtain authorisation to cross a particular country, political problems in one or other of the countries to be crossed, making it impossible to run the event, financial difficulties making it technically or sportingly impossible to run the event, embarkation, disembarkation or logistical problems making it impossible to transport competitors etc, A.S.O. will be liable only for funds paid. Funds received by A.S.O. will be refunded by the 28 February 2008 at the latest
- b) In the case where the event is delayed, A.S.O. will inform each competitor immediately, by registered post, of the new programme for the race.

Car regulations

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

This refund will be paid by 28 February 2008 at the latest

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

10. IDENTIFICATION



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

10.2 Throughout the duration of the Event, the plates must be affixed according to the present regulations.

In no case may they cover, even partially, the vehicle's licence plates.

10.3 The number plates must appear on both sides of the vehicle and on the roof and be legible from the rear during the whole Event.

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

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

- b) 1 set of "rally" plates, comprising for the front and rear : one plate fitting into a rectangle 43 cm x 21.5 cm of which 9 cm x 43 cm is reserved for the Organisers' advertising which may not be bought. It incorporates the competitor's race number in figures 4 cm high and with a stroke thickness of 1 cm

The front and rear rally plates must be positioned legibly within a surface defined at the front by :

- ◆ A plane passing through the axis of the wheels;
- ◆ 2 vertical parallel lines situated 150 mm from the outer edge of the headlamp units (without exceeding the overall width of the vehicle);
- ◆ A horizontal line situated 300 mm from a line tangential to the upper edges of the headlamp units (following the line of the bodywork);

and, except for the manufacturer's acronym, the plate must be the first inscription legible from the front above the line of the headlamps.

10.4 At any time during the Event, the absence or faulty positioning of a number plate or a rally plate may incur, on certification, a cash penalty equivalent to 10% of the entry fees, on condition that the Organisers provide these plates. The absence or faulty positioning of 2 or more plates at the same time may result in a cash penalty equivalent to 20% of the entry fee.

10.5 The names of the 1st driver and his co-driver(s), plus their national flags, of a height of 30 - 50 mm, must appear on both sides of the front wings or front doors of the vehicle. Any vehicle failing to comply with this rule may be subject to a cash penalty, on certification, equivalent to 10% of the entry fee.

10.6 10.6 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 of the Race HQ (+33.1.41.33.15.82) will be written on this bracelet.

11. MARKINGS



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

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

11P1 ALL GROUPS

- 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 Euros 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, a hole allowing the passing of a seal to mark the engine air intakes (diameter = 3,5mm minimum).
- d) Body shell and/or chassis** : a hole allowing the passing of a seal (diameter = 3,5mm minimum) and/or marking with a stamp.

11P2 T1

- a) Suspension travel** : bump stops (250 mm). 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.
- b) For the vehicles listed in article 6P2** of the specific regulations, some holes allowing the passing of a seal should be drilled on **gearbox casing, differential casing, transfer box**, so that gear ratios, crown wheel and pinion or drop gear may not be removed from their housings without breaking the seals.

12. ATTRIBUTION OF N° AND START ORDER

12.4

- d) The Clerk of the Course**, when drawing up the starting order, will take into account only any sporting penalties that a competitor has incurred for infringements (missed PC, missed waypoint, speeding, unfair behaviour) committed during the preceding Selective Section, and which will be added to the time of the Selective Section(s) concerned.
This procedure is applicable provided that the penalties are noted down on the competitor's time card and/or established by any other means at the disposal of Race Control.

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

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

Example :

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

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

12P1 ATTRIBUTION OF RACE NUMBERS

The organising committee is the only entity apt to attribute race numbers.

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

- ◆ drivers classed as ASO priority and / or drivers linked to a manufacturer.
- ◆ results obtained on preceding Dakars and / or on World Cup All Terrain Rallies (except Bajas)
- ◆ sporting or media notoriety of a driver and / or team
- ◆ category and class of vehicle (T1, T2, 2 or 4 wheel drive etc.)

12P2 START ORDER

A – In Portugal :

There will be no Super Special.

For the 1st leg in Portugal, competitors will start in race number order; the first 20 every 3 minutes, the following 20 every minute, and every 30 seconds for the remainder. Trucks will start every minute, behind the cars.

For the 2nd leg, the competitors will start in order of the previous day's selective sector's results; the first 10 cars every 2 minutes, the following 10 every minute, the remainder every 30 seconds. **There will be no race for trucks. They will leave on a road section, in the order of race number.**

B –In Africa :

- a) From the first Moroccan stage** the starting order for the cars will be as follows: the first 10 every two minutes, the following 10 every minute, the remainder every 30 seconds. The trucks will start behind the cars, every 30 seconds, in order of the classification of the last selective sector run

From the last Moroccan stage: the trucks will start in order of the combined overall car / truck results of the selective sector of the previous day.

Car regulations

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

c) On the evening of each leg, the start order of the first 20 will be posted at 19.00. Competitors who have not arrived by 22.00 will start after the others, in the order of their start order of the previous day. The start list of all competitors will be posted at 23.00 at the latest.

C – Reclassification :

For safety reasons, at the end of each leg, and for all reclassifications, the sporting stewards may reposition, at their discretion, the ASO priority competitors and/or the first 20 overall, in regard to the start order of the following stage, upon request of the competitor to the Clerk of the Course, before 22.00. During the whole event, reclassification will only be allowed twice per crew.

13. ADVERTISING

13.1 Competitors are allowed to affix any kind of advertising to their vehicles, provided that :

- a) it is authorised by the FFSA and the FIA regulations and the legislation of the countries crossed,
- b) it is not likely to give offence,
- c) it does not encroach upon the spaces defined below reserved for rally plates, number plates and windscreen strips,
- d) it does not interfere with the crew's vision through the windows.

13.2 The places reserved for the Organisers for collective advertising which may not be bought are situated on :

- a) The number plates where the Organisers' advertising must be affixed on a strip measuring 26 cm x 50 cm, which may be divided above and/or below the numbers.
- b) 1 set of rally plates, of which 9 cm x 43 cm is reserved for the Organisers' advertising.
- c) Two strips to be affixed on each side of the upper part of the windscreen, 10 cm high by 25 cm long.

13.3 The Organisers' optional advertising will appear on two 50 cm wide x 52 cm high panels which cannot be subdivided, to be affixed on the right and left sides of the

vehicle, on the area situated between the wheel arches provided that they are totally visible from the side.

13.4 For competitors who refuse the Organisers' optional advertising, the amount of the entry fees per person will be increased by 60%, ie: 14.400 € inc taxes for a car and 21.600 € inc taxes for a truck.

13.5 The crews must ensure that the advertising is properly affixed throughout the running of the Cross-Country Rally. If compulsory or optional advertising is absent or wrongly fixed, a penalty of 10% of the entry fee will be incurred for a first offence, and 100% of the entry fee for each repeated offence.

13.7 Any optional advertising relating to a make of tyre, fuel or lubricant may result in an increase of 60% of the entry fee for a competitor who refuses it.

13P1 – SPECIFICS

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

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

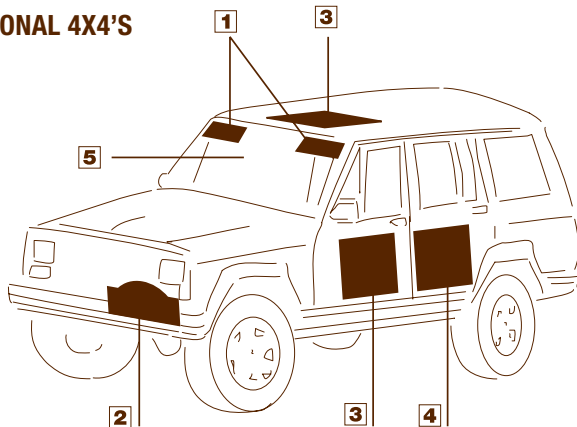
List of organisers' advertisers :

- ◆ Wind screen 'sun' visor strip = EUROMILHOES (left) – LOCTITE (right)
- ◆ Rally plate = EUROMILHOES
- ◆ Race number plate = EUROMILHOES above, TOTAL / LOCTITE alternating below.
- ◆ Roll-bar sticker = any rally sponsor of the organiser's choice

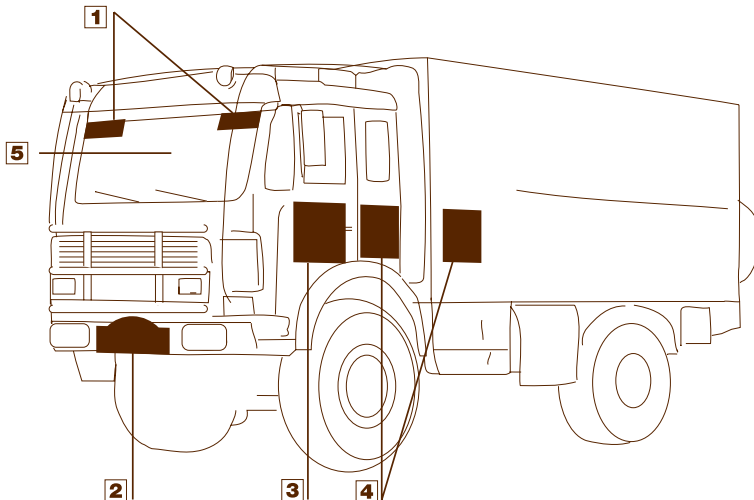
Optional advertising = EUROMILHOES, FRANCE TELEVISION, TOTAL, LOCTITE.



1 - TRADITIONAL 4X4'S



2- TRUCKS



- 1** 25 cm of windscreen 'sun' visor strip at each extremity, by 10 cm high, compulsory.
- 2** 2 Rally plates, 43 x 21.5 cm, at the front and rear of the vehicle, compulsory.
- 3** 3 race number plates, 50 x 52 cm, compulsory. That of the roof must be readable from behind.
- 4** 2 organisers advertising panels, 50 x 52 cm, optional.
- 5** 1 organisers' advertising sticker 3 x 20 cm, situated on the central roll-bar between the driver's and co-drivers seat, optional.

Car regulations

14. ROAD BOOK AND NAVIGATION

14P1 GENERAL

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

In Europe competitors may freely leave the road section itinerary as described in the road book.

- b) From 15th May 2007, reconnaissance of the route and tests are forbidden, in any form, in all the countries to be crossed by the event, except in Morocco and Portugal, for where a specific request must be made to the organisers, except in the case of competing in another event featured in a federation's calendar.

From 1st November all presence in countries crossed will be forbidden. The physical presence of a competitor, of a member of a crew or a member of a team is forbidden, except in the case of competing in another event featured in a federation's calendar. All infractions will be considered by the College of Sporting Stewards who will apply penalties up to refusal to take the start.

- c) Before and during the Dakar, it is forbidden for competitors who have entered, or who are intending to enter, to carry out, or have carried out on their behalf, the slightest reconnaissance of the route, giving them even the slightest advantage. The possession of road book notes, other than those of the organisers,

(road book and opening notes of the relevant leg) is forbidden 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.

- d) The distance of the Legs will be given to the competitors on 26th November 2007.

14P2 OFFICIAL ITINERARY

- a) The official race itinerary (Selective Sections and Road Sections) is recorded in the GPS(s) supplied to competitors. The validation of each Point (WPV, WPM, WPE, DZ, FZ, CP) localised on the road book guarantees the respect of the route by competitors. Each point will be numbered in chronological order on the road book and in the GPS.

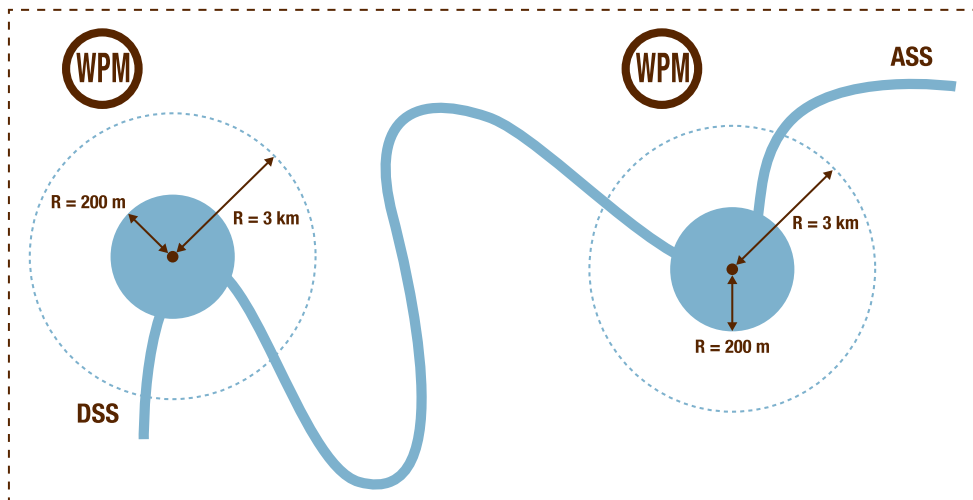
A WPM or WPE is also affected at DZs and FZs (see art. 15P2) as well as at Passage Controls (see art. 23)

- b) Functioning of the GPS

Only the start and finish GPS points of Legs and selective sections will be given.

Between 2 WPM, the GPS will only show the compass heading and the speed. Once the competitors have entered the 3 km radius around a WPM the GPS will display all the usual functions of a GPS: COG, SOG, CTW, DTW...

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



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indispensable on the road to Dakar

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Car regulations

Competitors must respect the chronological order of WPTs of the leg under consideration. If not the case the GPS will only display the compass heading followed and speed. Nevertheless competitors may force the GPS to reset on another WPT by pressing the 'WPT+' or the 'WPT-' button.

- c) **Penalties: the timetable (timing) distributed during administrative checks will indicate the range of penalties for each WPM / WPE missed, with these penalties going up to exclusion.**

14P3 – ROAD BOOK

- a) All crews will receive a road book which will indicate the itinerary which has been reconnoitred and which will be 'opened' and 'swept'. It will indicate compulsory points of passage (WPs, WPMs, WPEs, DZs, FZs) which must be respected on pain of incurring penalties up to and including exclusion from the race.

Between two compulsory points of passage the itinerary of the road book is not compulsory but strongly recommended.

- b) During the Portuguese specials it will be forbidden for competitors to stray more than 200 m either side of the itinerary described in the road book on pain of penalties up to and including exclusion from the race.
- c) A selective section or a road section running on an existing track will feature in the road book as a solid line.
A selective section or a road section running 'off-piste' will feature in the road book as a broken line.
- d) The road book for the first Portuguese leg will be issued at the briefing on 4th January 2008 at Lisbon, the one for the 2nd Portuguese leg at the Parc Fermé time control in Portimao, on 5th January 2008. The road book for the 1st African leg will be issued at the time control at the port of embarkation, on 6th January 2008. Those of the following legs will be issued each evening for the next day at the time control situated at the finish of the leg, except during the rest day when the road book for the following stage will be issued from 14.00.
- e) In Africa, following the passage of the organisers' 'openers', any modifications will be posted each evening at the Race Control (PC Course) and at the bivouac, in the catering area, under the control and responsibility of the Race Director (Art 17).

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

14P4 UNBLOCKING THE GPS

For safety reasons competitors will have two means of unblocking their GPS by using two specific codes :

- a) **Code '5555, Emergency code':** For a competitor wishing to retire, this code will completely unblock the GPS and allow the competitor to introduce new points manually.

The use of this code will obligatory result in exclusion from the race.

- b) **Code 'WPM':** This code, given by race control at the request of the competitor via the Iritrack, allows the GPS to function 'normally' and display all the WPMs and WPEs.

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

- ◆ From the 1st to the 3rd utilisation: 6 hours penalties per utilisation for the first 20 in the overall car class, the first 10 overall in the truck class and/or priority competitors, 3 hours for other competitors.
- ◆ The 4th utilisation will result in exclusion from the race of all competitors.

14P5 CHECKING PROCEDURE

- a) Throughout the duration of the rally competitors are responsible for the correct functioning of their GPS(s) downloaded by the organisers. The GPS(s) must be switched on and connected permanently to its power supply and aerial throughout the entire leg. **All actions caused by competitors (loss, destruction, switching off etc.) making it impossible to read the GPS and / or all attempts at fraud or manipulation noted will result in penalties to be decided by the College of Sporting Stewards and may include exclusion from the race. Penalties applied will be identical to those for a crew who have failed to enter the day's code into their G.P.S.(s).**
- b) **Checks will be carried out at the end of legs. The crew must put their GPS on the "checks" screen on their arrival at the TC.** All the waypoints will appear on a screen page either 'clear' or in 'grey': not

validated or validated. The person carrying out the checks will note any infractions and these will be counter signed by a crew member or the competitor. The controller will then add a slip of paper to the competitor's time card and will send a copy to the race direction.

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

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

14P6 RESPECT OF THE ITINERARY FOR T4 VEHICLES

If a T4 vehicle has carried out assistance on another vehicle in the race and reaches the bivouac out of time and by a different itinerary (marked track or tarmac), a fixed penalty of 50 hours will be awarded and will be taken into account for the start order of the following leg, whatever the possible priority of the crew. The T4 vehicle concerned must indicate its leaving of the itinerary to race control via the Iritrack telephone. T4 vehicles concerned must respect the rules governing speed limits imposed on assistance category vehicles.

15. TRAFFIC-SPEED

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

- a) That the notification of the infringement is made through official channels and in writing, before the posting of the classification of the Leg during which the infringement was committed.
- b) That the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, as well as the exact place and time of the offence.
- c) That the facts are not open to various interpretations.

15P1 GOING THROUGH SPEED CONTROL ZONES

- a) **In areas defined as speed control zones, the speed of competitors through towns and villages crossed on the route, both on Selective Sections and Road Sections is limited to 30 or 50 kph depending on the leg. In the case where the local speed limit is lower, it applies. Additionally it is the competitor's responsibility to adapt their speed to local population and traffic conditions.**
- b) **Speed limit zones will be indicated on the road book by the initials 'DZ' and 'FZ'.**
The presence or absence of signposts indicating speed limits can in no way be used in any appeals.
- c) Overtaking is authorised on condition that the maximum speed authorised in the zone is not exceeded.
- d) In a speed control zone, if the 30 or 50 kph limit is exceeded, a signal will appear on the GPS's screen to indicate excess speed and its recording. The GPS may be checked at the end of the selective section and/or upon arriving at the bivouac, according to exactly the same procedure as described in article 14P5.
- e) When speeding an impulsion is recorded in the GPS every 150 m and the speeds shown on the speed page of the GPS. On arriving at the end of the selective section and/or the bivouac a controller will note all speeding and indicate the offence to the competitor. **If the competitor disagrees with the infractions noted they must make a written protest which they must then hand to the Race Direction within half an hour of notification, so that the GPS can be further examined.**

- f) All speed excess recorded in the GPS will be penalised as follows:

- ◆ **between 1 and 15 kph :**
3' x the number of impulsions + 100 €
- ◆ **between 16 and 40 kph :**
6' x the number of impulsions + 200 €
- ◆ **more than 40 kph :**
 - 1st impulsion: 20' + 300 €**
 - 2nd successive impulsion : 1hour + 1 000 €**
 - 3rd successive impulsion : exclusion**

In the case of repeated infractions during the rally, the 3rd infraction may result in penalties up to and including exclusion from the race, as a function of the offence.

Car regulations

g) If a crew has 2 functioning GPS on board, and if the two recorded speeds differ, the crew will then be penalised on the lowest over speed.

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

15P2 SPEED CONTROL ZONES

Definition of a control zone :

a) Entry

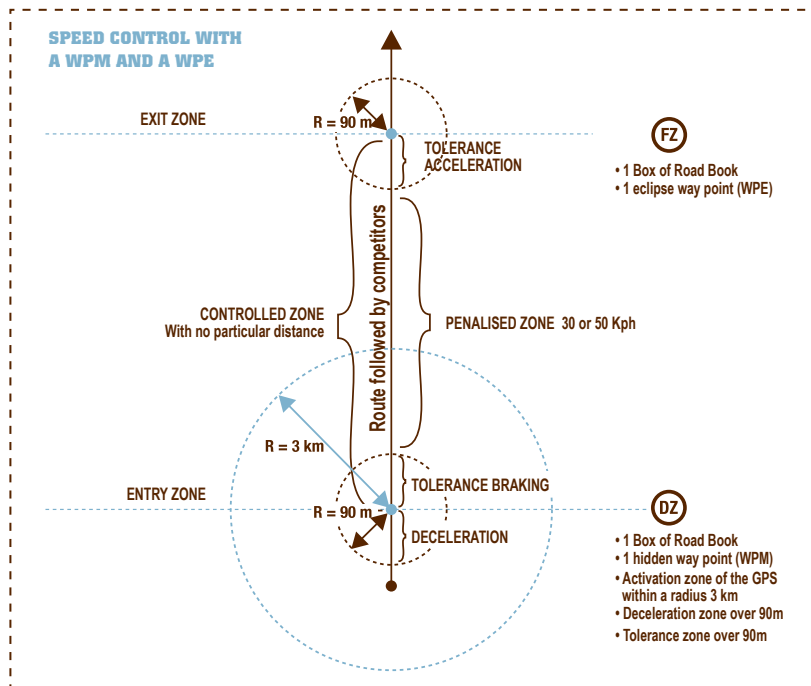
- ◆ The entry of a speed control zone recorded in the GPS will be indicated on the road book by a box marked : **'DZ'** and by a hidden GPS point (WPM). It is forbidden for competitors to stray more than 90 metres (radius) on pain of **1h00 penalty**.
- ◆ In a radius of 3 kms of this point, the competitor's GPS will become active (DTW, CTW and arrow) so as to guide the competitor to this point;
- ◆ 90 m before this GPS point competitors will be informed by their GPS that they are approaching a speed control zone (deceleration);
- ◆ The 90m after the GPS point is considered as a deceleration zone (zone of tolerance), before entering in the control zone.

b) The speed control zone

The control zone will appear permanently on competitors' GPS screens, meaning that they can in no way claim not to know either the entrance or exit of the zone. The speed of a competitor will be limited to 30 or 50 kph (depending on the leg) between the point of entry and exit point of the zone, regardless of the route taken between these two points.

c) Exit

- ◆ The end of a GPS speed control zone will be indicated on the road book by a box marked **'FZ'** and by an eclipse waypoint (WPE).
- ◆ Around this point there will be a zone of tolerance of 90 m so as to avoid any arguments concerning the measuring of speed.
- ◆ Competitors can reaccelerate from this point.
- ◆ The exit point of the speed control zone is a compulsory point of passage. It is forbidden for competitors to stray by more than 90 m (radius) on pain of **1h00 penalty**.





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We recommend Renault Trucks Oils

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40 Renault Kerax will assist racing vehicles, 6 Renault Kerax will support the organisers and a technical assistance structure will be dedicated to customers racing Renault trucks. This rugged truck will once again prove its sturdiness in extreme conditions. In Indonesian rainforests, on construction sites, as well as in the Dakar dunes, the Renault Kerax is your best choice when it comes to robustness, reliability and power.

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Committed to customer success.

Car regulations

15P3 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 15P1f.

15P4 TRUCK SPEED

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

b) All speeds over this limit, recorded by the GPS, will be penalised as follows:

- ◆ **β between 151 and 155 kph :**
3' x the number of impulsions + 100 €
- ◆ **β between 156 and 170 kph :**
6' x the number of impulsions + 200 €
- ◆ **over 170 kph :**
1st impulsion: 20' + 300 €
2nd successive impulsion : 1hour + 1 000 €
3rd successive impulsion : exclusion

In the case of repeated offences during the rally the 3rd offence may result in penalties for all competitors up to exclusion from the race, as a function of the offence.

c) During the speeding offence an impulsion is recorded in the GPS approximately every 150 m and the speed will be displayed on the speed page of the GPS. On arriving at the bivouac a technician will note all speeding offences and indicate them to the competitor. If the competitor disagrees with the speeds noted they must make a written protest, accompanied by a deposit, which they must then hand to the Race Direction within a half hour of notification, so that the GPS can be further examined.

16. DRIVERS' CODE



16.1 SENTINEL system

a) With a view to making overtaking of cars and trucks on motorcycles safer, the Sentinel system (a device that signals to a competitor that he can be overtaken) is compulsory for all categories.

b) This system must be in operation throughout the running of each Leg.

The operation of the system is the responsibility of the competitor.

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

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

16P1 "SENTINEL" SYSTEM

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

All vehicles that have received several sound signals over a given time and which have not pulled over to be overtaken will be sanctioned, at the appreciation of the College, in the following manner:

- ◆ 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 competitors.
- ◆ 300 € for other competitors.

In contested cases a download will be carried out.

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.

16.2 Assistance in the event of an accident

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

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

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

- ◆ stop,
- ◆ press the green button on their Iritrack,
- ◆ telephone rally HQ 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.

The total stopping time (if more than 3 minutes) between the 2 Iritrack alerts (green button) 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 stage.

16P2 DRIVERS' CODE

- a) Competitors are obliged to behave respectfully towards members of the organisation, including controllers. All incivility noted will result in a penalty of 500 €.
 - b) It is forbidden to leave wheels or punctured or damaged tyres in the desert. All competitors caught doing so will be penalised 500 € per wheel or tyre. Repeat offences will result in penalties up to exclusion from the race
 - c) In the case of retirement, or at the end of the rally, it is expressly forbidden for competitors to giveaway or sell their vehicle in one of the countries crossed. All competitors breaking this rule will forfeit their 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 infringement : 15'
 - ◆ Repeat offence : exclusion
 - e) Further to the new directives of the FIA, a judge of fact will be set up to check the smog of the trucks. Any excessive emission will be penalized as follows :
 - ◆ 1st infringement : 500 €
 - ◆ 2nd infringement : 500 € + 15 minutes
 - ◆ 3rd infringement : 1 000 € + 1h00
 - ◆ 4th infringement : exclusion
- Only one infringement can be noted per stage.

17. 'OPENING' THE ROUTE

17P1 'OPENING' THE ROUTE

The organisers undertake to put in place a team, composed of a truck and 2 cars, whose purpose is to check the entire route, a few days ahead of the race, under the responsibility of the Deputy Race Director. The Deputy Race Director will then transmit, on a daily basis, the opener's notes to the Race Director, with these notes then being posted at the Race Control, at the Motorcycle Trunk Plane and at the catering area.

These notes will form integral part of the road book.

18. ASSISTANCE AND REFUELLING

18.1.3 A vehicle must move by its own means, with the engine running; moving under the power of the starter alone is not allowed.

If the vehicle is unable to move, towing and/or pushing by a competitor in the race are allowed, as well as by a vehicle/crew entered in the assistance category, when the race and the assistance have 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 (except in the case of Article 27.1d).

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

18.1.5 Signalling (panneautage)

Signalling is authorised in a service zone, except in a control zone, and at any time when the race and servicing share the same route, at crossings of the itinerary and public traffic roads on condition that these locations are notified by the Organisers in the, written briefing and in the race and assistance road books.

18P1 PENALTIES

All racing vehicles towed and / or pushed by means other than a racing vehicle or an assistance vehicle will be immediately excluded from the race.

18P2 AUTHORISED ASSISTANCE

Only vehicles / people officially entered in the race or as assistance vehicles / people are authorised to transport assistance materials that must weigh no more than the weight limit imposed by the International Highway Code, except in Europe where assistance is free.

All infractions of the assistance regulations will incur penalties up to and including exclusion from the race. All assisted competitors are responsible for their assistance.

A competitor may be temporarily or permanently deprived of their assistance vehicle and the material it transports, depending on the gravity of the infraction committed (see art. 8, 9, 10, 11, 12, 13 of the Assistance Regulations).

Car regulations

A – In Europe

Outside the Selective Sections, assistance is 'free', up until the port of embarkation (possibility to use non-accredited persons and vehicles). Assistance Parcs put in place by the organisers are reserved for accredited vehicles.

B– In Africa

Assistance is authorised :

1- On the route of a Selective Section :

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

2- 2- On the route of a leg :

By the crew of a car, a motorcycle or a truck officially entered in and still in the race. By vehicles in the assistance category, when the assistance vehicles have the same itinerary to that of the race, with the exception of refuelling (petrol and diesel).

3-Between the end of a leg and the start of the following leg (at the bivouac) :

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

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

4- At the bivouac, after the start of the Selective Section :

Once the competitor has taken the start of the Selective Section, assistance at the bivouac (under conditions described in point 3) is authorised providing the competitor does not return to the bivouac in the opposite direction to the rally itinerary.

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

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

For the first 20 overall in the car class and the first 10 overall in the truck class and for priority competitors all returning is forbidden whatever the type of terrain on pain of a 4 hour penalty.

5- At the meeting point of itineraries :

If the itinerary of the road book and the assistance itinerary meet, an assistance point and / or the use of signs is authorised.

6- In authorised zones :

Assistance zones and signing zones may be allowed and will be shown in the road book.

7- At the bivouac :

After having checked in at the time control at the end of the leg, competitors (or persons entered as assistance in the same team) may take their race vehicle out of the bivouac for refuelling, to go to a hotel or carry out technical tests, within a radius of 15 km from the bivouac.

For these tests, the Irtrack must be switched on.

18P3 AUTHORISED AIRBORNE ASSISTANCE

For mechanics authorised to go to the rest day, places will be available in aircraft chartered by the organisation and may be reserved up until 30th September 2007. For the rest day, these passengers must not carry spare parts or tools, on pain of exclusion of the vehicle or vehicles of the competitor concerned. They may only be entered by a competitor already entered in the race

18P4 FORBIDDEN ASSISTANCE

Given the assistance regulations 'judges of fact', will be in place from Morocco onwards to check for the presence of assistance not accredited by the organisation, both at the bivouac and over the route as a whole.

The following are forbidden on the pain of penalties up to and including exclusion from the race :

- 1- The transport of parts or assistance by a vehicle and/or a person, other than a car and/or a person entered in the race or as assistance or by a truck entered in the race and/or as assistance.
- 2- The stocking, dropping or parachuting of spare parts, tools, personnel, fuel (outside of bivouacs where this is authorised) throughout all the countries crossed by the Rally.
- 3- On each leg, assistance outside the bivouac, except for refuelling at the different service stations of the different Leg towns, using commercially available fuel and with the exception of all stocking of specific fuel (outside of 18P2.B2).
- 4- All assistance in an enclosed place, closed or guarded, even if this place is situated within the area of the bivouac. A tent is not considered as an enclosed place.
- 5- All airborne assistance not controlled by the organisers. Airborne assistance is considered as any presence on a Leg of an aircraft having aboard any person with any link whatsoever with a competitor.

- 6- The presence of any means of transport (car, motorcycle, aircraft, helicopter, etc.) following the rally route the same day or a number of days prior, as well as the prolonged flying over of any means of transport, with official means or not, carry aboard a person having any link whatsoever with competitors still in the race, will result in the immediate exclusion from the race of all participants having a link with these means of transport.
- 7- The transport of assistance materials (tools, generators, lights, compressors etc.) in private planes or planes chartered by the organisers.
- 8- The presence of an assistance vehicle on the race itinerary (Selective or Road Section) when they benefit from a different itinerary.
- 9- During the rest day, the presence of any assistance not entered as such with the organisation. The delivery of spare parts by any means other than that organised by A.S.O..
- 10- The presence of any vehicle or any person entered as assistance on the route of the selective section (except in the case of article 18P2B2).
- 11- Assistance from a vehicle not accredited by the organisers.

18P5 MANAGERS

- a) **At no time can a team manager intervene directly on a vehicle. At no moment can a team manager be on the itinerary of the selective section, except if specifically authorised by the Race Director. Team managers are not authorised to transport spare parts in the team managers plane. In the case of infraction, the assisted competitor will receive penalties up to and including exclusion from the race.**
- b) Within the same team it will be possible to enter one to several individuals as Team Manager and they may alternate between the Team Manager aircraft and the assistance vehicles. No change of name may be made during the race, except in the case of force majeure, that has been judged and accepted as such by the College of Sporting Stewards.
- c) The Team Manager and / or the person having entered the vehicles in the race on behalf of an organisation (competitors licence) must, during scrutineering, approve and sign the list of vehicles in the assistance category which have been entered for them and for which they are sportingly responsible.
Team Managers, corresponding to these criteria, may benefit, where possible, from the organisers aircraft transport. A.S.O. reserves the right to accept or not any person as Team Manager.

Entry is by invitation only, upon the reception of requests, which must be received by us before 1st October 2007. They must be sent to:

Frederic Lequien, Competitors' Service,
Tel : +33 (0)1.41.33.14.60, Fax : +33 (0)1.41.33.14.69,
e-mail : flequien@aso.fr

18P6 FUEL / AUTONOMY

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

The use of bio fuels will be accepted upon declaration, after acceptance of the file by the Organising Committee. The requests have to be carried out before 15th November 2007.

- b) **All vehicles must have a minimum fuel range of 800 km.**

Each competitor is responsible for calculating their fuel range. In no case may competitors make any claims against the organisers if their vehicle fails to cover the minimum distance of 800 km, regardless of the nature of the terrain.

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

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

- ◆ At commercial service stations in the Leg towns or on the road sections;
 - ◆ Via distributors authorised by the organisers (list available upon request) at the bivouac;
 - ◆ At A.S.O. distribution points.
- c) A.S.O. will make fuel available at the bivouac (Diesel, Super RON 95 or 98, Avgas) which must be ordered before the start of the event.
Details regarding the purchase of fuel from A.S.O. will be communicated in October 2007.
 - d) **For safety reasons, it is a crew's responsibility, during refuelling at the bivouac, to ensure that they are in a non-flammable zone (dried grass, branches) and at a respectable distance from other vehicles. A fire extinguisher must be within arms reach during the operation. The responsibility during refuelling is the crew's alone. Engines must be stopped during all refuelling.**

It is recommended that crews remain outside the vehicle during refuelling. In the case where they remain in the vehicle, safety harnesses must be detached.

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

Car regulations

the race (see FIA technical regulations for the quality of diesel and petrol allowed). Checks will be made.

f) Refuelling between competitors is authorised.

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

T5 trucks can only refuel from the bivouac.

18P7 RACE VEHICLE BECOMING AN ASSISTANCE VEHICLE

All retired or excluded vehicle, or vehicles that have been excluded for failing to reach the start of a stage on time, may continue towards Dakar as assistance vehicles, following the assistance route, after having:

- ◆ informed the Race Direction, via the Crews' Relations Officers
- ◆ their door and roof race plates modified
- ◆ obtained an Assistance Road Book, a Road Safety map, and an assistance category 'time' card.
- ◆ exchanged their crew's bracelets for assistance bracelets
- ◆ returned their safety beacon and Sentinel system
- ◆ exchanged their race GPS for an assistance
- ◆ kept their Iritrack, with the requirement of turning it on during all movement

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

Failure to respect these clauses will result in the retaining of the deposit and the request for sanctions from the entrants' federation.

19. INSURANCE



19P1 ASSISTANCE / REPATRIATION

The assistance service defined below is accorded by the organisers to participants of the 2008 DAKAR in the case of :

- ◆ bodily injury, making it impossible, in the opinion of a doctor who is part of the rally's medical team, to continue the competition
- ◆ death.

A – DEFINITIONS

A.1 – Organiser :

A.S.O., who entrusts medical services to Mutuaide, a subsidiary of Groupama.

A.2 – Beneficiaries of the 2008 Dakar Rally :

- ◆ competitors and their assistance,
- ◆ members of the organisation, their suppliers and their employees
- ◆ journalists and members of the media,
- ◆ individuals invited by the organisers, those of their partners and all persons participating in a trip organised by VSO.

A.3 – Europe :

Countries of the European Union (Germany, Austria, Belgium, Bulgaria, Cyprus, Denmark, Spain, Estonia, Finland, France, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Holland, Poland, Portugal, Czech Republic, Romania, The United Kingdom, Slovakia, Slovenia, Sweden).

B – COVERAGE

The guarantees are accorded to the beneficiaries on the route of the rally for the duration of the 2008 DAKAR (2 to 22 January 2008 at midday). During this time, competitors who have been excluded or who have retired, continue to be covered in Africa on condition that they reach the town of DAKAR or the nearest port of embarkation for Europe, by the most direct means, from the point where the retired.

C – SERVICES

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

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

For a beneficiary resident or domiciled in Europe (see designated countries above) :

- ◆ either to hospitalise the beneficiary in a nearby medical facility, before envisaging transport to a European facility near to home,
- ◆ or to initiate and organise the transport of the beneficiary to the place of residence, or to an appropriate hospital service near the place of residence.

For a beneficiary resident or domiciled outside of Europe:

- ◆ either to hospitalise the beneficiary in a nearby medical facility, before envisaging transport to a European facility,

- ◆ or to initiate and organise the transport of the beneficiary to a European town, or to an appropriate European hospital service.

If necessary, Mutuaide Services will undertake to locate a place in a suitable medical service.

The information of the patient's usual doctor, often important, may help the rally's medical team make the most opportune decisions.

It is, in this regard, expressly stated that the final decision concerning the medical interests of the beneficiary, rest with the Medical Director of the rally.

In the case where the beneficiary refuses to follow the decision considered as the most opportune by the Medical Director, they discharge Mutuaide Services and ASO of all responsibility, notably in the case where the beneficiary returns by their own means or in the case where the beneficiary aggravates their own health. They may therefore not make any claim to be refunded for expenses incurred.

C.1 – Transfer and / or repatriation of beneficiary

If the health of the beneficiary causes, in the conditions indicated above, the rally medical team to decide to transfer them or repatriate them, the organisers assume the task of transport.

This transport may be done by all appropriate means (light medical vehicle, ambulance, scheduled flight, ambulance plane, ...) if necessary under medical surveillance.

Only the medical interests of the beneficiary and the respect of current health regulations will be considered when choosing the means of transport used.

This service will never be provided to non-threatening injuries which may be treated in situ and will not stop the beneficiary from continuing the rally or from reaching Dakar by their own means.

ATTENTION : The repatriation of a beneficiary resident or domicile outside Europe from Europe to their country of domicile or residence is at their expense. It is therefore strongly recommended that they obtain specific insurance and check with their insurance broker the cover they are entitled to.

C.2 – Medical costs (including hospital expenses) covered on the 2008 Dakar.

For all medical costs incurred (consultation, medication prescribed by a doctor or a surgeon, medical costs decided by the medical team) the organiser will cover **1.500 € per beneficiary**, taxes included.

Medical costs (including hospitalisation) incurred after repatriation to Europe remain entirely the responsibility of the beneficiary.

ATTENTION : Given that medical expenses over the amount of 1500 € are the responsibility of the beneficiary, it is strongly recommended that participants take out specific medical insurance and that participants check with their insurer the guarantees they will benefit from, and that these guarantees are valid when participating in a competition.

This guarantee, linked to an individual accident insurance policy (see 15P3 below) may be taken out with SCK Assurances, whose details appear on the rally's web site www.dakar.com (an application form will also be sent out). This offer is optional and must, if subscribed to, be taken up before the start of the rally, and at the latest during administrative checks in Lisbon. So as to facilitate the functioning of the guarantee, the contact details of the insurance company should be given by competitors to the medical team during administrative checks.

Extension of services : advance of hospitalisation costs

If the beneficiary is not able to pay medical costs over 1.500 €, Mutuaide Service may consent to advance funds.

This will be done so against a deposit cheque paid in France and made out to Mutuaide Services or a recognition of debt signed by the beneficiary or a legal representative named by the beneficiary. In all cases the amount advanced must be repaid within 60 days of the funds being advanced.

If payment is not forthcoming, Mutuaide Services reserves the right to take all necessary action to recover funds.

C.3 – Repatriation of bodies

If a beneficiary **resident or domiciled in Europe** dies during the 2008 Dakar, the organisers take care of :

- ◆ The cost of transporting the body to the place where the funeral is to be held, near the place of residence.
 - ◆ Expenses linked to preserving the body, imposed by current legislation,
 - ◆ Expenses directly linked to the transport of the body
- All other costs remain the responsibility of the family of the beneficiary

If a beneficiary **resident or domiciled outside Europe** dies during the 2008 Dakar, the organisers undertake care to repatriate the body to a European airport. All other costs remain the responsibility of the family..

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D - EXCLUSIONS

D.1 - No assistance services will be provided for a bodily injury or death resulting from:

- ◆ an intentional act on the part of the beneficiary,
- ◆ taking part in bets, brawls or fights,
- ◆ if the pathological state is not urgent,
- ◆ nervous illnesses, nervous depression, mental illness,
- ◆ the use by the beneficiary of medicines, drugs, tranquilisers and / or products taken and not prescribed medically,
- ◆ a drunken state characterised by the presence in the blood of a level of pure alcohol equal to or superior to the limit fixed by French law in vigour at the time of the accident.
- ◆ Suicide or attempted suicide.

D.2 - Are never covered

- ◆ costs of medical equipment, prosthesis
- ◆ the costs of any type of cure
- ◆ treatment of an aesthetic nature
- ◆ costs of physiotherapy or a chiropractor
- ◆ costs of vaccines and cost of vaccination
- ◆ the costs of medical services or paramedical services or the cost of purchase of products whose therapeutic benefits are not recognised by French law.
- ◆ costs of the definitive coffin
- ◆ customs expenses.

A document detailing the range of cover described above will be issued during administrative checks.

19P2 THIRD PARTY LIABILITY COVER

The organisers have taken out a third party insurance policy with GAN appropriate for sporting events using motorised land vehicles, conforming to current legislation.

Entry fees include an insurance policy guaranteeing cover for competitors in regard to third parties, limited to the following amounts, per accident:

- ◆ **762 245,09 € for material damage**
- ◆ **9 146 941,03 € for corporal damage**

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

- ◆ to competitors, corporal or material damage caused to a third party (other than competitors), to agents of the state, or any other public body being party to law and order services;

- ◆ to competitors, corporal damages or damages to clothing caused between them; it is important to note that this cover does not insure against material damage;
- ◆ to drivers in regard to their co-drivers and passengers due to incidents incurred on public roads of non-private use (in other words during road sections only, but not during selective sections).

This insurance policy does in no case cover theft of vehicles, of spare parts or other property. As such, any theft suffered in countries crossed during the rallye is in no way the responsibility of the organisers.

This insurance takes effect from the moment vehicles enter into the scrutineering area (2, 3 or 4 January 2008) and expires on 22 January 2008 at midday at the port in Dakar.

This policy covers only the official route of the rally, indicated by A.S.O. Vehicles that have been excluded from the race, or which have retired, will continue to be covered on condition that they head for Dakar, or the closest port, by the most direct route, from the place at which they retired, **up to 22nd January at midday.**

In case of accident, the competitor or their representative must make a written declaration, within 24 hours, to the Race Director, the Competitors' Relations Officers, or directly to the head quarters of A.S.O. The declaration must include the circumstances of the accident and the names and addresses of witnesses.

Competitors enter the Euromilhoes – Dakar 2008 in full knowledge of the risks that the running of this rally may entail.

19P3 INDIVIDUAL INSURANCE

Competitors must contact their national federations to find out what cover their race licence provides. They are also advised to take out additional insurance with the insurance broker of their choice.

This insurance may be obtained from SCK Assurances, whose details appear on the rally's web site www.dakar.com. This offer is optional and must, if subscribed to, be taken up before the start of the rally and at the latest during administrative checks in Lisbon. An application form will be sent to you separately.



20. TIME CARD

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

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

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

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

20.5 The loss of a Time Card will entail a time penalty of 5 minutes.

21. CONTROL ZONES

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

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

The maximum width of the zone may not exceed 15 m and the zone must be situated along a single axis, except for Passage Control zones.

21.2 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: exclusion or fixed penalty where this exists.

21.3 The official time is the GPS time as defined in the Regulations.

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

21.4 Control posts shall be ready to function 1 hour before the target time for the passage of the first crew. Unless the Clerk of the Course decides otherwise, they will cease to operate 1 hour after the target time for the last crew, plus exclusion time, or, when the Regulations provide for the application of the fixed penalty, the Time Controls for the start and finish of Selective Sections will cease to operate at a time calculated taking into account the maximum time(s) allowed preceding this control for the last classified competitor.

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

22. TIME CONTROLS

22.1 At the Time Controls, the controllers will indicate on the Time Card the check-in time, which corresponds to the exact moment at which one of the crew members submits the Time Card to the controller. The clocking of the Time Card will only be carried out if all the crew members and the vehicle are within the immediate vicinity of the control table.

22.2 The check-in procedure commences the moment the vehicle passes the entry sign for the Time Control zone.

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

Car regulations

22.4 A crew which is supposed to check in at a control at 18h 58 min. shall be considered on time if the check-in takes place between 18h 58 min. 00 sec. and 18h 58 min. 59 sec.

22.5 The crew does not incur any penalty for early arrival if the vehicle enters the control zone during the minute before the target check-in minute.

22.6 For Road Sections, the target check-in time is that obtained by adding the time allowed for completing the Road Section to the starting time for that Section. These times are expressed in hours and minutes and are always shown from 00.01 to 24.00.

22.7 For Road Sections, the crew does not incur any penalty for late arrival if the time card is submitted to the controller during the target check-in minute.

22.8 At the Time Control at the finish of a Road Section, the controller will enter on the Time Card on the one hand the check-in time of the crew and, on the other, its provisional starting time for the Selective Section. There must be a 5-minute gap between the two to allow the crew to prepare for the start.

- a) Immediately after checking in at the Time Control the crew will go to the start of the Selective Section. The controller will enter the time foreseen for the start of the Selective Section and will then give the start for that crew.
- b) In the case of an incident, should there exist a divergence between the two entries, the starting time of the Selective Section will be binding, unless the Stewards decide otherwise.

22.9 a) At a Time Control, any difference between the target check-in time and the actual check-in time will be penalised at a rate of 1 minute per minute or fraction of minute late, or 2 minutes per minute or fraction of minute early.

22.10 For Selective Sections, the finish times will be taken at the maximum to the second.

22.11 At the Time Control at the end of a Leg, and at the end-of-Event parc fermé, crews are authorised to check in ahead of time without incurring a penalty.

22.12 Any failure on the part of a crew to observe the rules of the check-in procedure defined above (and in particular the fact of entering a control zone more than

a minute earlier than the check-in time) will be recorded by the chief controller at that post and sent in a written report to the Clerk of the Course.

22.13 The exclusion time, or one or more maximum times may be modified at any moment by the Stewards, upon the proposal of the Clerk of the Course. The crews concerned shall be informed of this decision as soon as possible. Exclusion from the Event or the fixed penalty for exceeding the maximum permitted lateness may only be announced at the end of a Leg.

- a) When a Time Control is followed by a start control for a Selective Section, these two posts shall be included in a single control area, the signs of which shall be laid out as follows:
 - a1) 2 yellow warning signs with clock (beginning of zone);
 - a2) 2 red signs with clock (Time Control post) after approximately 100 m;
 - a3) 2 red signs with flag (start of the Selective Section) at a distance of 50 to 200 m;
 - a4) finally, 2 end of control signs (3 transversal black stripes on a beige background) 100 m further on.
- b) If the start of a Selective Section coincides with the start of a Leg, the starting time of the Selective Section will also be that of the Leg.
- c) At the finish of a Selective Section, the stop point will be twinned with a Time Control.

22P1 TIME CONTROL

If a time control is not followed by the start of a Selective Section, the checking in time on the time card constitutes both the arrival time at this time control and the start time for the new section.

22P2 LATE AT THE TIME CONTROL BEFORE THE START OF A LEG

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

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

22P3 LATE AT TIME CONTROL BEFORE THE START OF A SELECTIVE SECTION

All checking-in late at the start of a selective section will be penalised by a minute per minute, until the closing of the control.

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Car regulations

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

22P4 TARGET TIME

a) Road section

A target time is given for each road section.

Any crew exceeding this target time will incur a penalty of one minute for every minute late.

b) Selective sections

Selective sections will be run in real time, with a maximum time allowed. Crews checking-in after this maximum time will incur the fixed penalty for the day. If the finish of the selective section is also the finish of the leg, the procedures laid down in article 22P6 will be applied.

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

c) Timing (itinerary/schedule)

Target times and maximum times allowed, and the start order will be given at administrative checks, as will the closing times of controls (CP and CH), the fixed penalties and the penalties for missed waypoints.

22P5 CHANGING OF THE MAXIMUM TIME ALLOWED

On the evening of a leg, at 00h00, if 50 % of the competitors having started the Leg have not crossed the finishing line of the day's Selective Section, the day's maximum time may be revised on the suggestion of the Race Director, at the discretion of the College of Sporting Stewards.

22P6 OVERRUNNING OF THE MAXIMUM TIME ALLOWED AT THE CH AT THE END OF THE LEG

a) All competitors arriving at a CH at the finish of a Leg after the maximum time allowed will be penalised by a minute for every minute late.

After the closure of the control, clocking in must be done at the Race Control Plane with the official present.

b) All competitors arriving at the end of a Leg after the departure of the Race Control plane may take the start for the following stage under the following conditions :

- ◆ They present themselves at the time control at the start of the leg before the closing of the control.

- ◆ They get their time card from the preceding stage stamped and then hand it to the Race Director or the steward in charge of the start time control.

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

c) All vehicles that cannot manage to retake the start of a leg under these conditions will be excluded from the race: they may continue the event in the assistance category (Art 18P7).

22P7 OVERRUNNING THE MAXIMUM TIME ALLOWED IN PORTUGAL

a) After the two legs in Portugal, competitors will be allowed to take the start of the 1st African leg on condition that:

- ◆ they have checked in at the start of each leg within the times stated in the regulations,
- ◆ checked in at the time control at the port of embarkation before it closes.

b) For each selective section not run, competitors will incur the fixed penalty for the day, as well as penalties for checking-in late (maximum times + TC's, CPs, WPMs, WPMs and WPEs).

22P8 OVERRUNNING THE MAXIMUM TIME ALLOWED ON THE REST DAY

For the rest day, the latest check-in time, so as to be able to start the following day, is fixed at 18h00. After this time competitors arriving from the previous day's stage will be considered as being out of the race.

22P9 INTERVIEWS

The first 5 (cars and trucks) on the selective section of the day and overall of the previous day, as well as selected competitors, are required to stop in the interview zone situated after the finish time control(s).

Failure to respect this regulation, or any incivility noted, will result in a penalty of 500 €.

23. PASSAGE CONTROLS



23.1 In order to check that the crews are respecting the itinerary in the road book, Passage Controls will be set up at a significant location mentioned and numbered in the road book.

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

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

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

23.2 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 60 minutes.

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

23P1 CLOSING OF PASSAGE CONTROLS

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

23P2 PENALTIES FOR MISSED CPS

a) In Morocco and Senegal, all missed CPs will result in exclusion from the race.

b) In Mauritania, all missed CPs will result in a penalty of 10 hours.

On the same leg only the missing of one CP will be tolerated. The 2nd CP missed will result in exclusion from the race.

Over the totality of the route only 2 missed CPs will be tolerated. The 3rd CP missed will result in exclusion from the race.

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

24. SELECTIVE SECTIONS



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

24.3 At the starts of Selective Sections, when the vehicle with its crew on board has stopped in front of the starting control, the controller will enter the actual time of the start of the vehicle in question on the time card (hour and minute), and will then count down aloud: '30' - 15' - 10' and the last 5 seconds one by one. When the last 5 seconds have elapsed, the starting signal shall be given, upon which the vehicle must start immediately. A 2-minute penalty shall be imposed on any crew which fails to start within 20 seconds of the starting signal. If a competitor is unable to leave the control zone under his own power, the penalties as set out must be applied.

24.4 The start of a Selective Section may only be delayed in relation to the scheduled starting time by the controller in a case of «force majeure».

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

24.6 Selective Sections will end in a flying finish, the official double signposting as follows :

- a) 2 yellow chequered signs (beginning of zone);
- b) After approximately 100 m, 2 red chequered signs (flying finish);
- c) At a distance of 150 - 300 m, 2 x 2 red signs (clock and STOP);
- d) Finally, 100 m further on, 2 final beige signs with 3 transversal black stripes.

Stopping between the yellow warning sign and the STOP sign is forbidden; any infringement will entail a 15-minute time penalty. Timing will be done on the finish line, which must have print-out equipment and shall be backed up by hand timing.

At a distance of 150 to 300 m after the finish, the crew must report to a control indicated by a red clock and a red STOP sign. The controller will enter on the Time Card the time of arrival (hour, minute and seconds), which will also be the starting time of the following Road Section (hour and minute). If several competitors arrive during the same minute, the marshal in charge of the post will stagger the starting times of these competitors at intervals of at least 30" in the order in which they arrived.

If a competitor is unable to leave the zone under his own power, the penalties set out in Article 18.1.3 shall be

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applied. If he does not stop at the STOP point to have his times entered, a 1-hour penalty shall be applied.

24.7 During a Selective Section, unless in the case described in article 18P2B1, any assistance is forbidden other than that of a racing crew using parts transported by another racing crew. However, approved assistance zones may be set up by the Organisers.

24.8 The starting intervals for Selective Sections must respect the same dispositions as those laid down for starting Legs except in a case of a road penalty.

24.9 Any crew refusing to start in a Selective Section at the time and in the position allocated to it shall be given a penalty of 15 minutes and must make itself available to the post chief who will notify it of its new start time.

24.10 Interruption of a Selective Section.

When the running of a Selective Section is definitively stopped before the passage of the last crew, regardless of the reason, a classification for that Section may nevertheless be obtained by attributing to all those crews who were affected by the circumstances of the interruption the worst time actually set before the race was stopped.

This classification may be drawn up even if only one crew was able to cover the route in normal racing conditions.

It is up to the Stewards alone to decide whether or not to apply this measure, once Race Control has informed them of the reasons for the interruption.

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

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

In exceptional cases, for safety reasons, the Clerk of the Course may interrupt a Selective Section at the preceding Passage Control and the competitors may continue the Selective Section once the dangerous area has been passed. The classification will be established by adding together the times of the two portions of this Selective Section.

24P1 SAFETY

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

b) If the windscreen is broken and it cannot be repaired, the crew will be allowed to take the start of following legs without a windscreen, either with a full faced helmet with visor or motorcycle goggles, or with a safety net and motorcycle goggles.

24P2 EQUIPMENT

a) The wearing of a FIA approved harness, overall suit and helmet (complying to FIA norms 8856-2000, Appendix L chapter 3 FIA) is compulsory during selective sections, on pain of exclusion from the race, and strongly recommended for off-road 'road sections'.

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

b) The wearing of fireproof undergarments, balaclava, socks, shoes (FIA norm 8856-2000, Appendix L chapter 3 FIA) is strongly recommended during selective sections, as well as a "Hans" type head restraint system.

25. REGROUPINGS

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

25.2 On their arrival at these regroupings, the crews will hand the controller their time card. They will receive instructions on their starting time.

They must then drive their vehicle immediately and directly to the Parc Fermé. The starting order shall be that of the arrival at the regrouping Time Control. The distance between the TC and the parc fermé will be considered as a parc fermé area.

25.3 For safety reasons, on the proposal of the Clerk of the Course, the Stewards may decide to stop a Leg before its allotted finish. A Time Control will then be set up, acting as the end-of-Leg control (idem: for a Selective Section, the time control being twinned with the end-of-Selective Section control), where the times recorded will serve to establish the classification of the Leg.

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

26. SIGNPOSTING OF CONTROLS

ZONE BEGINNING
2 panels on yellow
background

CONTROL
2 panels on red
background

END OF ZONE
2 panels on light brown
background

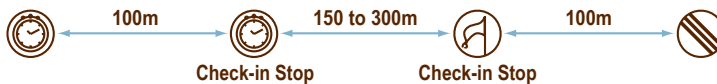
PASSAGE CONTROLS



TIME CONTROL



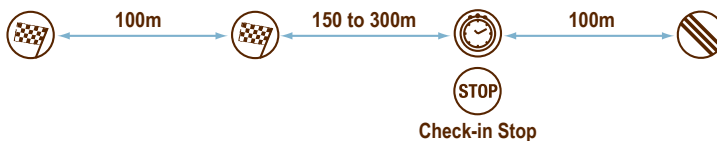
TIME CONTROL FOLLOWED BY START OF SELECTIVE SECTION



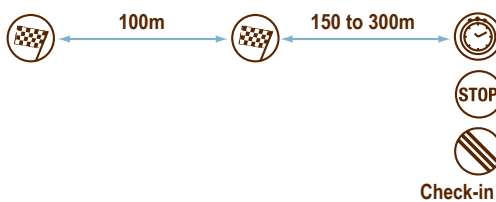
START OF SELECTIVE SECTION COINCIDING WITH START OF LEG



FINISH OF SELECTIVE SECTION



FINISH OF SELECTIVE SECTION OR ROAD SECTION AT THE BIVOUAC



Car regulations

27. PARC FERME



27.1 In addition the following rules will apply :

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

27.2 Except in the case of the finish – bivouac section Time Control, any infringement of the Parc Fermé regulations shall result in a penalty ranging from 10 hours to exclusion.

27.3 Before the exit from all the parks or at the start of a Leg, if the Scrutineers of the Event note that a vehicle seems to be in a condition which is not compatible with normal use, they must immediately inform the Clerk of the Course, who may request that it be repaired.

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

27.5 By way of exception, and on the responsibility of an official, the crew may, while in the Parc Fermé at the start, regrouping zone or end of Leg:

- ◆ change one or two punctured or damaged tyres using the equipment on board;
- ◆ have a new windscreen fitted with the possibility of having outside help with the agreement of the Clerk of the Course;
- ◆ check and/or adjust the pressure of its tyres.

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

27.6 In order to remove its vehicle from a Parc Fermé for the start, regrouping halt or end of Leg, the crew shall be allowed to enter the Parc Fermé 15 minutes before their starting time, **except in Portugal where they can enter the parc 30 minutes before their starting time.**

27.7 Inside the Parc Fermé, the engine may be started by means of an external battery, which may be brought in and taken out by a team member under the supervision of an official of the Event. Under no circumstances may this battery be taken on board the vehicle (except in the load-bearing bodywork of a T4 vehicle).

27P1 PARC FERME

Vehicles will be subject to 'parc ferme' rules :

- a) On coming out of scrutineering, in front of the Jeronimo Monastery in Lisbon
- b) At the end of the leg, at the marina in Portimao, on 05/01/08,
- c) On arrival of the rally on 20 January 2008 in Dakar in the Hotel Méridien, until 00h30 after the posting of results on the official notice board.

It will be allowed to cover vehicles with transparent covers during the night or in bad weather, upon request to an official.

28. ADMINISTRATIVE CHECKS AND SCRUTINEERING



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

28.4 No vehicle will be allowed to start unless it complies with the FIA safety regulations and the present regulations.

28.5 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.

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

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

28P1 SCRUTINEERING

- a) Administrative checks and scrutineering will take place on 2, 3 and 4 January 2008 at the Belem Cultural Center in Lisbon.

Competitors will receive a convocation stating the day and exact time at which they must present their vehicle to the Stewards in charge of carrying out scrutineering. The presence of all members of the crew is compulsory.

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 parc of the administrative checks.

The start will be refused to all crews which present themselves at administrative checks and / or scrutineering after the time limits laid down in the regulations, except in the case of force majeure, duly recognised as such by the Sporting Stewards.

- b) During administrative checks a compulsory course on safety, the GPS, Iritrack and the Sentinel system will be given. All absence will incur a penalty of 500 €. On leaving administrative checks, competitors will receive a convocation time for scrutineering. All lateness for scrutineering will be sanctioned as follows:

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

- c) Competitors having only passed through administrative checks on the evening of 02/01 or 03/01 must leave their vehicles in the

waiting parc and present themselves the next day at 8.00 for technical scrutineering.

- d) Vehicles must be presented at technical scrutineering, with the various mounting brackets, cables and aerials of the different safety equipment already fitted, ready to receive these systems (GPS, Sentinel, Iritrack).

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

Vehicles must be presented to scrutineering ready to race. No interventions will be authorised between the end of scrutineering and entry into the Parc Ferme.

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

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

On coming out of scrutineering all vehicles will be placed in parc ferme.

28P2 ADMINISTRATIVE OBLIGATIONS

A/- Each crew member must present the following, valid, original documents during administrative checks :

- ◆ Passport valid until 30/07/2008,
- ◆ Visas: all participants must inform themselves of the necessary visas they will require for the countries they will cross, as a function of their nationality.
- ◆ Authorisation to race abroad (issued by their national federation - ASN) for competitors not having French nationality.
- ◆ Valid national driving licences, corresponding to the category of vehicle entered.
In the truck group it is acceptable for only 2 out of the 3 crew members to have a heavy goods vehicle licence.
- ◆ A 2008 FIA international competitor/drivers licence.
- ◆ Vaccinations: yellow fever vaccination is compulsory. Recommended: tetanus, polio, meningitis (A & C), viral hepatitis B, tetanus, polio, typhoid, anti-malaria treatment...

B/- Each vehicle must be presented with the following original documents during administrative checks and scrutineering :

- ◆ Valid log book or registration certificate (provisional registrations not acceptable),

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- ◆ Homologation file of vehicles entered in T2 and T4.1
- ◆ FIA technical passport supplied by ASNs.

In addition, during administrative checks :

- ◆ Green card insurance certificate,
- ◆ Permission of the owner to use the vehicle, when they are not part of the crew.

C/- 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.

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

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

29. PROTESTS – APPEALS

29.1 All protests shall be lodged in accordance with the stipulations of the Code. They must be lodged in writing and handed to the Clerk of the Course together with the protest fee of 660 €, which shall not be returned if the protest is judged unfounded. .

29.2 If the protest requires the dismantling and re-assembly of different parts of a vehicle, the protest fee demanded will be decided as a function of the amount of dismantling required, as stated in the FFSA's general regulations..

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

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

29.5 The competitors may lodge an appeal against decisions given, in conformity with the stipulations of the

FFSA General Prescriptions and of Chapter XIII of the International Sporting Code.

The decision of the College of Sporting Stewards concerning problems of safety (ex: failure of a competitor to respect the official itinerary, a damaged vehicle, etc.) will take effective immediately, irrespective of any appeal.

The cost of a national appeal is: 3.100 €.

30. CLASSIFICATIONS

The Clerk of the Course bears the responsibility for timekeeping.

30.1 Penalties shall be expressed in hours, minutes and seconds. **There will be a separate classification for T4 vehicles.** The final results shall be determined by adding together the times obtained in the Selective Sections and the penalties (incurred during the Road Sections and other penalties expressed in time).

The crew which achieves the smallest total is proclaimed winner in the general classification, the next one being second, and so on. Classifications by group and class are drawn up in the same way.

30.2 In the case of a dead heat, the crew which accomplished the best time for the last Selective Section will be proclaimed winner. If this is not enough to determine the winner, the times of the previous Selective Sections shall be taken into consideration, except for the Legs where no Selective Section has been run, in which case dead heats will be determined according to the order of starting numbers. This rule may be applied at any time during the Event.

30P1 CLASSIFICATIONS

a) **The various classifications will be posted each evening at the bivouac at 19h00, in the catering area and at the foot of the race control plane (PC Course).**

b) The official partial results will be posted at 19h00 on the day after the leg under consideration. It will become definitive at the end of the reclamation period, which will end once the first competitor in the race has taken the start of the leg which follows this posting. On the rest day the classifications of the previous leg will be posted at 19h00 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 are posted at the end of the event.

c) The official classification of the EUROMILHOES - Dakar 2008 will be posted on the official notice board in Dakar at the latest 12h after the arrival of the 1st vehicle, on 20 January.

They become definitive 30 minutes after their posting.

30P2 LIST OF PRIZES

GENERAL CLASSIFICATION

1st prize - - - - - 8 000 €
2nd prize - - - - - 6 000 €

3rd prize - - - - - 4 000 €
4th prize - - - - - 1 trophy
5th prize - - - - - 1 trophy
6th prize - - - - - 1 trophy
7th prize - - - - - 1 trophy
8th prize - - - - - 1 trophy
9th prize - - - - - 1 trophy
10th prize - - - - - 1 trophy

PRIORITY		AMATEURS	
GROUP 1 : T1		T1.1 4x4 PETROL	T1.2 4x4 DIESEL
T1.3 2x4 1 st prize : 4 000 € 2 nd prize : 3 000 € 3 rd prize : 2 000 €		1 st prize : 3 000 € 2 nd prize : 2 000 € 3 rd prize : 1 000 €	1 st prize : 3 000 € 2 nd prize : 2 000 € 3 rd prize : 1 000 €
GROUP 2 : T2			
T2.1 PETROL 1 st prize : 3 500 € 2 nd prize : 2 000 € 3 rd prize : 1 000 €	T2.2 DIESEL 1 st prize : 3 500 € 2 nd prize : 2 000 € 3 rd prize : 1 000 €	T2.1 PETROL 1 st prize : 4 000 € 2 nd prize : 3 000 € 3 rd prize : 2 000 €	T2.2 DIESEL 1 st prize : 4 000 € 2 nd prize : 3 000 € 3 rd prize : 2 000 €
		GROUP OPEN 1 st prize : 4 000 €	
LADY'S CUP 1 st prize : 1 500 €		LADY'S CUP 1 st prize : 3 500 €	
		SOLO DRIVER 1 st prize : 3 500 €	
		Special A.S.O. prize : 2 000 €	
		ROOKIE CHALLENGE (1 st participation) 1 st prize : 4 000 € 2 nd prize : 3 000 € 3 rd prize : 2 500 €	

GROUP 4 : T4

Prix scratch

1st prize 6 000 €
2nd prize 4 000 €
3rd prize 2 000 €
1st Lady 2 500 €

T4.1 - 1st prize 2 500 €
T4.1.1 - 1st prize 1 500 €
T4.2- 1st prize 2 500 €
T4.1.2 - 1st prize 1 500 €

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Trophies will be awarded to winners at the official prize giving to be held on 20 January 2007, in Dakar. Prize money will be sent to competitors by 15 March 2008 at the latest.

The prizes are cumulative. The total amount of prizes given out is 125 500 €, of which 61 500 € are reserved for amateurs.

TOTAL TROPHY

TOTAL will give a daily 'fairplay' prize to reward the competitor (car, motorcycle or truck) who showed exceptional solidarity, spirit or fairplay.

- ◆ The Jury will be made up of a representative of TOTAL, a representative of A.S.O. and a journalist.
- ◆ The Trophy will be given daily (from the 1st African leg onwards) at the start of the briefing, in recognition of a performance on the previous day. There will be no prize for the last 2 legs.
- ◆ The trophy will be accompanied by a cash prize of 1 000 € for 11 legs, a total of 11 000 €.

31. PENALTIES

Any failure to respect the texts of these regulations for which the penalties are not mentioned will be recorded in a report to the Clerk of the Course, and the Stewards will decide what penalty to impose.

The penalties incurred are applied to the classification of the Leg and to the general classification of the Event.

Sporting penalties shall be applied to the time of Selective Sections (see Article 12.4.d) and other penalties will be applied to the general classification.

All fines will be donated to SOS Sahel with the agreement of the FFSA.

Where there is a difference between the text of an article and the table it is the text of the article that takes precedence.

SUMMARY OF PENALTIES	Art. n°	Request for A.S.N. sanctions	Start Refused	Exclusion	Time penalties	Financial penalties	Penalty Decisions at Stewards' Discretion
Absence at briefing	1P5					500 €	
Assistance in a closed space or private place ◆ 1 st infraction ◆ repeated	2.3c			◆	3h00		
Speeding in bivouac and / or driving on the aircraft landing strip Driving on aircraft landing strip	2P1						Up to & including exclusion from race
◆ Outside assistance ◆ Transport of spare parts	2P2						Up to & including exclusion from race
Incorrect, fraudulent or unsporting action committed	4.3.6		◆				Up to & including exclusion from race
Air or land transport of a crew member by the organisation	7.2			◆			
Retirement of crew member or admission of third person aboard vehicle	7.3			◆			
Vehicle's characteristics not corresponding to those on entry form	9.6		◆				
Non administrative or technical conformity	9P3		◆				

SUMMARY OF PENALTIES	Art. n°	Request for A.S.N. sanctions	Start Refused	Exclusion	Time penalties	Financial penalties	Penalty Decisions at Stewards' Discretion
Absence or faulty positioning of a race number or plate	10.4					10% of entry fees (per infraction)	
Absence or faulty positioning of 2 or more race numbers or plates	10.4					20% of entry fees (per infraction)	
Names of the crew members and national flag not featured on each wing of the vehicle	10.5					10% of entry fees (per infraction)	
Absence of bracelet	10.6					10% of entry fees	
♦ Fraud involving identification marks ♦ Crew having helped fraud	11	♦ ♦		♦ ♦			
Absence of hole allowing placing of seals	11P1					150 € per hole	Up to start refused
Refusal of optional advertising ♦ For a car ♦ For a truck	13.4					14 400 € 21 600 €	
Absence or damage of compulsory or optional advertising ♦ 1 st offence ♦ 2 nd offence	13.5					10% of fees 100% of fees	
Refusal of option advertising (tyres, fuel etc.)	13.7					60% of fees	
Reconnaissance of route, tests or presence in the countries crossed	14P1b						Up to start refused
♦ Possession of notes on route other than those of the organiser ♦ Possession of satellite photos inside the vehicle	14P1c		♦ ♦	or ♦ or ♦			
Missing WPM or WPE	14P2c				See timing		
Non respect of compulsory points of passage	14P3a						Up to exclusion
In Portugal, straying + than 200 m from the Road Book itinerary	14P3b						Up to exclusion
Unblocking GPS using the "Emergency Code"	14P4a			♦			

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SUMMARY OF PENALTIES	Art. n°	Request for A.S.N. sanctions	Start Refused	Exclusion	Time penalties	Financial penalties	Penalty Decisions at Stewards' Discretion
Unblocking GPS using the code « WPM » ◆ 1 st to 3 rd utilisation for the 1 st 20 and the seeded drivers ◆ 1 st to 3 rd utilisation for the others ◆ 4 th utilisation	14P4b			◆	6h00 3h00		
◆ GPS not working due to competitor ◆ GPS code not entered	14P5a						Up to exclusion
Non respect of itinerary by a T4, after assistance on	14P6				50h00		
Tout dépassement de vitesse : ◆ Between 1 and 15 kph ◆ Between 16 and 40 kph Over 40 kph: ◆ 1 st impulsion ◆ 2 nd impulsion ◆ 3 rd impulsion 3 rd infraction, if repeated	15P1f			◆	3' per impulsion 6' per impulsion 20' 1h00	100 € 200 € 300 € 1 000 €	Up to exclusion
Non payment of fines within 24 hours	15P1h		◆				
Straying more than 90m from a DZ or a FZ	15P2a & 15P2c				1h00		
Speeding on road section with speed limit	15P3				Idem 15P1f	Idem 15P1f	
Going over max speed, Trucks ◆ Between 151 and 155 kph ◆ Between 156 and 170 kph Over 170 kph: ◆ 1 st impulsion ◆ 2 nd impulsion ◆ 3 rd impulsion 3 rd infraction, if repeated	15P4b			◆	3' per impulsion 6' per impulsion 20' 1h00	100 € 200 € 300 € 1 000 €	Up to exclusion
Sentinel not working due to crew ◆ For the 1st 20 and seeded drivers ◆ For the others	16.1b				1h00	300 €	
All vehicle refusing to be overtaken ◆ For the 1st 20 overall and priority ◆ For others	16P1				15'	300 €	
Disrespectful behaviour towards a member of the organisation	16P2a					500 €	

SUMMARY OF PENALTIES	Art. n°	Request for A.S.N. sanctions	Start Refused	Exclusion	Time penalties	Financial penalties	Penalty Decisions at Stewards' Discretion
♦ Wheel or tyre abandoned ♦ Repeat	16P2b					500 €	Up to exclusion
Vehicle given or sold in a country crossed	16P2c					Retaining of deposit	
Crew cutting the course in a sensitive area ♦ 1 st infraction ♦ repeat	16P2d			♦	15'		
Excessive emission of smog ♦ 1 st infraction ♦ 2 nd infraction ♦ 3 rd infraction ♦ 4 th infraction	16P2e			♦	15' 1h00	500 € 500 € 1 000 €	
Towing / Pushing ♦ TC Start zone (Leg or Selective Section) ♦ PC zone ♦ TC zone	18.1.3		♦		5' 15'		
Towing and/or pushing by means other than a vehicle in the race or in assistance	18P1			♦			
Offence committed by an assistance vehicle	18P2						Up to exclusion
Returning to bivouac on unique piste	18P2B4			♦			
Returning to bivouac off-piste for 1 st 20 overall or priority	18P2B4				4h00		
Transport of parts and/or tools on rest day	18P3			♦			
Forbidden assistance	18P4						Up to exclusion
Presence of a Team Manager on the selective section	18P5a						Up to exclusion
Transport of parts or tools by a Team Manager	18P5a						Up to exclusion
Intervention of a Team Manager on a vehicle	18P5a						Up to exclusion
Non respect of refuelling safety rules	18P6e						Up to exclusion
Non-authorized fuel	18P6e			♦			
Refuelling by a T5, outside the bivouac	18P6f			♦			
Non respect of assistance rules	18P7	♦				Retaining of deposit	
Unauthorised modification of time card not approved by a steward	20.2			♦			

Car regulations

SUMMARY OF PENALTIES	Art. n°	Request for A.S.N. sanctions	Start Refused	Exclusion	Time penalties	Financial penalties	Penalty Decisions at Stewards' Discretion
Absence of stamp or non respect of chronological order	20.4						Up to exclusion
Loss or damage of time card	20.5				5'		
Entering a control area from the wrong direction or re-entering a control zone when the time card has already been checked ♦ 1 st offence ♦ 2 nd offence ♦ 3 rd offence	21.2			or ♦	10' 1 hour or FP		
Failure to comply with the instructions of the steward in charge of a control post	21.5						Up to exclusion
Checking in late at a CH	22.9a				1' per minute		
Checking in early at a CH per minute	22.9a				2' per minute		
♦ Late at start CH of a Leg or Selective Section, until closing of control ♦ After closing of control	22P2 & 22P3			♦	1' per minute		
Over target time (liaison)	22P4a				1' per minute		
Selective Section: Overrunning max time	22P4b				Max time + FP		
Over max time (selective), when finish at bivouac	22P4b				Idem 22P6		
♦ Over max time at CH at finish of stage, until closing of start control ♦ After closing of start control	22P6a			♦	1' per minute		
Non respect of article 22P6b	22P6c			♦			
Failure to complete all of Selective section in Portugal	22P7				See SR		
Overrunning maximum time on rest day	22P8			♦			
Crew not stopping in interview zone or incivility	22P9					500 €	
CP missed in Morocco and Senegal	23P2a			♦			
♦ CP missed in Mauritania ♦ 2 missed on the same leg ♦ 3 missed throughout the whole race	23P2b			♦ ♦	10h00		
Driving in opposite direction on selective sections	24.2			♦			

SUMMARY OF PENALTIES	Art. n°	Request for A.S.N. sanctions	Start Refused	Exclusion	Time penalties	Financial penalties	Penalty Decisions at Stewards' Discretion
Remaining on the starting line for more than 20" after the starting signal has been given	24.3				2'		
False start before controller's signal	24.5				1' mini		♦
Stopping between yellow and stop panels	24.5				15'		
Not stopping at stop panels	24.6				1h00		
Crew refusing to start a selective section at its allotted time and position	24.9				15'		
♦ Not wearing FIA approved harness, helmet and/or cloths on Selective Sections ♦ Failure to present this equipment at scrutineering	24P2		♦	♦			
Infringement of parc ferme regulations	27.2				10h00 mini		Up to exclusion
Work on vehicle after start time Over 30' late	27.3 & 27.5			♦	1' per minute		
Vehicle not conform to safety regulations	28.4		♦				
Responsibility / absence of identification marks	28.6			♦			
Late at administrative checks, per minute: ♦ 1 st hour ♦ subsequent hours	28P1a					50 € 80 €	
Crew presents after limits	28P1a		♦				
No GPS, safety equip, Iritrack or Sentinel on Legs	28P1b					500 €	
Late at scrutineering: ♦ Up to 30' ♦ 30' to 1 hour ♦ following hours	28P1b					15 € 30 € 15 €	
Instrument or brackets not pre-installed	28P1d					150 € per instrument	
Vehicle does not conform at scrutineering	28P1d		♦				♦
Work on vehicle between leaving scrutineering and parc ferme	28P1d			♦			
Failure to present documents Presentation of copies of documents	28P2C		♦ ♦				

Car regulations

SUMMARY OF PENALTIES	Art. n°	Request for A.S.N. sanctions	Start Refused	Exclusion	Time penalties	Financial penalties	Penalty Decisions at Stewards' Discretion
Amount of appeal	29.1					660 €	
Amount of appeal - national	29.5					3 100 €	
Lack of survival equip at start ♦ to comply ♦ over 30' ♦ 1 st repeat ♦ 2 nd repeat	32P1b			♦ ♦	1' per minute		♦
Letting of distress beacon ♦ without safety reason ♦ before the following day	32P1c 32P4c			♦ ♦	♦		
Failure to inform of retirement	32P2a	♦				♦ + Retention of deposit	♦ + ASO refuse entry of crew
Transport of a competitor in a helicopter or by all other means of transport	32P2b			♦			
Failure of crew to respect retirement rules	32P2c	♦				Retention of deposit	
Failure to respect obligations of article	32P4a					Retention of deposit	
Failure to return safety material	32P4a					Retention of deposit	
Failure to pay deposit	32P4c						5 year ban
Competitor interferes with Iritrack	33P2b						Up to exclusion
Non-authorized use of satellite or GSM telephone	33P3						Up to exclusion
Use of any transmission or radio system not authorised	33P4						Up to exclusion
Incident due to crew or attempt at fraud (boarded camera)	33P5						♦
Carry or possession of unauthorised systems	33P6			♦			
Exchange of GPS between vehicles	33P6A						Up to exclusion
Unauthorised linking of equipment	33P6B						Up to exclusion
Use of GPS points other than those of the organisers	33P6Ea						Up to exclusion
Presence of all unjustifiable wiring	33P6Ec						Up to exclusion
Possession or use of forbidden system	33P6E						Up to exclusion

32P CREWS' SAFETY

1. SURVIVAL EQUIPMENT

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

- ◆ 1 lighter
- ◆ 1 strobe lamp
- ◆ 1 torch
- ◆ 3 red hand-held smoke flares
- ◆ 1 compass
- ◆ 1 distress mirror
- ◆ 1 reserve of 5 litres of water per person + 1 1,5 litre 'camelback' type drinking system per person at the start of each stage
- ◆ 1 foil survival blanket per person
- ◆ 1 seat belt cutter, accessible by both the driver and co-driver
- ◆ 1 very loud horn, that functions perfectly throughout the event
- ◆ 1 distress beacon broadcasting on the rally frequency. It will be coded and named
- ◆ 1 Iritrack
- ◆ 1 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 exclusion from the race.

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

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.

Safety equipment must be accessible without dismantling so that the race direction can check it before the start of each leg. **The location of the distress beacon must be shown on the outside of the vehicle using a sticker supplied by A.S.O.**

The letting off of the distress beacon for reasons other than safety will result in exclusion from the race as well as responsibility for any costs entailed, in the case of action taken by the organisers.

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

2. RETIREMENTS – EXCLUSION

a) In the case of retirement, it is imperative that the crew informs, by all possible means, and as quickly as possible, the Dakar race control in Paris on +33 (0)1.41.33.15.82.

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

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

c) **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 providing they conform to article 18P7.**

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 (distress beacon, Iritrack and GPS and associated accessories).**

This equipment must be returned to the representatives of the suppliers of this equipment, located at the Safety Center, close to the "Malles Moto" plane. Under no circumstance can A.S.O. be held responsible for the disappearance or loss of this equipment, too often handed to a third party.

3. CLOSING THE PISTE

a) The organisers' 'sweeper' vehicles will close the rally piste. As it is impossible to guarantee that the sweeper truck will pass by the exact spot where a vehicle has broken down, it is the competitors' responsibility to indicate their

Car regulations

position to the PC using the safety equipment aboard. The sweeper trucks will pick up competitors whose vehicle has broken down, but will under no circumstances tow the broken down vehicle.

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

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

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

4. DEPOSITS

- a) For each vehicle, a deposit must be made by the crew members (who will be considered as one by the organisers) to the organisers, so as to guarantee the respect of the following clauses:

- ◆ β The obligation to inform, in the case of retirement, the organisers by all possible means, in accordance with article 32.2 of these regulations. The means used to inform the organisers is the sole responsibility of the driver, co-driver or competitor. A third person cannot be held responsible.
- ◆ The obligation not to let off the distress beacon without good reason, as laid down in these regulations.
- ◆ The obligation to comply with customs regulations in force in the countries crossed.
- ◆ The obligation to respect the clauses in article 32.
- ◆ The obligation to return to the organisers all material or equipment temporarily issued to competitors or crews during the event.
- ◆ In the case where crews are forced to abandon their vehicle they must make a declaration to the closest police station and hand a copy of this declaration to the organisers head quarters: A.S.O. - 2, Rue Rouget de Lisle - F - 92137 Issy-les-Moulineaux Cedex, on returning home. **Vehicle repatriation is at the cost of competitors.**
- ◆ The obligation to pay all expenses not directly payable to the organisers, as stated in these regulations (e.g.:

accommodation, return travel other than that planned, miscellaneous expenses etc.).

- ◆ The obligation to respect the safety regulations during the race.
- ◆ The obligation to return the GPS after the rally.
- ◆ The obligation to return the distress beacon after the rally.
- ◆ The obligation to return the Iritrack after the rally.
- ◆ The obligation to return the Sentinel after the rally.

- b) **The guarantee deposit will be taken using an impression of a visa card, during administrative checks.**

A.S.O. will accept only one payer per vehicle or team. The identity of the owner of the visa card must be that of the person paying for the vehicle or the team.

The guarantee deposit will not be cashed and the card impression will be cancelled after the rally except:

- ◆ If safety rules are not respected.
- ◆ If the GPS, the Iritrack, the Sentinel are lost or damaged.
- ◆ If the distress beacon is let off, lost or damaged.
(see specific conditions in the hire forms for the distress beacon, the Iritrack, the Sentinel and the GPS)

- c) **NB: All payment defaults will result in participation being refused for the following 5 years.**

Amount of guarantee deposit

CARS AND TRUCKS ----- 1 500 €

33P. ACCESSORIES AND NAVIGATION



1. GENERAL

Anything that is not expressly authorised and described below is considered as forbidden.

2. IRITRACK

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

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

1 - automatic mode :

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

2 – manual mode :

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

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

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

3. SATELLITE TELEPHONE / GSM

For safety reasons the presence of a satellite telephone and/or a GSM phone (except PDAs or GSM phones featuring a GPS function or maps) on board vehicles is authorised. The number(s) must be given to the organisers during administrative checks. In no case may telephones be in 'on' mode during selective sections, both in Africa and Europe. Spot checks will be made. Only in case of problems may telephones be used, only outside of the vehicle, with the vehicle stopped, to signal a retirement, an accident or a breakdown. Beforehand, the crew will have to inform the PC Course of their situation via their Iritrack.

These telephones may be used from within side the car, only on road sections, in both Africa and Europe, but only by the co-driver.

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

No permanent aerial, 'hands-free' kit, fixed installation or pre-wiring is authorised in the vehicle. No SMS, MMS, data transmission is allowed, and all equipment such as data cables, infra-red links, Blue Tooth, Wifi etc is banned. Only the telephone mode is allowed to be used. All infractions will result in exclusion from the race. Checks will be made throughout the rally.

Only GSM telephones and/or GSM's functions of PDA's, computers and other systems may be used in Europe from within the cockpit as a telephone on road sections.

4. RADIO AND TRANSMISSIONS

Only the following aerals will be authorised :

- ◆ For the race GPS, supplied by the organisers suppliers,

- ◆ Iridium linked to the Iritrack and supplied by the organisers suppliers
- ◆ Radio aerals designed only to receive AM or FM public radio broadcast on authorised wavebands.

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

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

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

B/ Satellite links : All satellite links or other links between a race vehicle on a leg and an exterior base or another vehicle, other than the Iritrack and the distress beacon, are forbidden.

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

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

5. ONBOARD CAMERAS

Competitors are obliged to accept the fitting of a kit (power cables and mounting bracket) and the fitting of onboard camera (+ sound) during the rally. These systems will be installed temporally in vehicles as required by the organisers. All refusal will result in the start being refused.

Camera will switch on automatically during Selective Sectors and or Road Sections. Competitors will be informed that cameras are functioning via a light. The camera must function and remain permanently connected, with power cables and aerals connected, throughout the stage.

Car regulations

All incidents caused by competitors (loss, destruction, switching off etc.) and / or all attempts at fraud or manipulation will result in penalties to be decided upon by the College of Sporting Stewards.

6. 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 exclusion from the race and that irrespective of the mode and technology used to evaluate or estimate ones position. The conditions under which these materials may be obtain is described in appendix 3.

A/ G.P.S. (compulsory on board vehicles)

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

This equipment must be mounted according to the instructions supplied. It is crews' responsibility to correctly install the necessary mechanical and electrical elements before technical scrutineering and that with the aid of the installation kits purchased from the named supplier. Electrical supply must be protected by a 2 amp fuse and give a steady continuous current of between 9 and 30 volts. The mechanical mountings must flexible and use the silent blocks supplied.

Two examples of this equipment may be mounted.

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

B/ GPS compass heading and speed repeater (optional)

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

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

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

The 'odometre' function of the race GPS cannot be considered as a tripmeter and therefore cannot take its place.

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

Indicator of the compass heading of the vehicle, based on the earth's magnetic field. This equipment may include an internal electronic compensation system. The readout may be analogic or digital. This equipment must not be linked to any other piece of equipment 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/ General

a) The use of GPS points other than those supplied by the organisers for Dakar 2008 is forbidden.

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

Only the linking of the GPS and the GPS compass-heading (single example) repeater and Speedox is authorised.

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

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

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

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

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

The possession or use of forbidden systems will result in exclusion from the race.

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

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TECHNICAL REGULATIONS



Technical regulations cars-trucks

PREAMBLE



The technical regulations for the 30th EUROMILHOES - DAKAR conform with the 2008 FIA regulations for cars and trucks. There 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: English / FIA Sport / Regulations / FIA Cross-Country Rallies . Then articles 281, 282, 283, 284, 285, 287.)

F.I.A. : Tel : 00 41.22.544.44.00 (Switzerland)

Technical contact – cars :

André OLIVIER. Tél : + 33.6.79.14.11.42 (France)

Technical contact – trucks :

Fabien CALVET. Tél : 00 33.(0)6.07.50.96.20 (France)

CARS



Appendix J Article 285. Regulations specific to Improved Cross-Country Vehicles (Group T1)

ARTICLE 3P: WEIGHT

3.1 Cars are required to comply to a minimum weight limit as a function of their cubic capacity:

Capacity in cm ³	Weight in kg 4X4	Weight in kg 2-wheel drive
Up to 1600	1150	860
Over 1600 to 2000	1350	980
Over 2000 to 2250	1500	1010
Over 2250 to 2500	1600	1040
Over 2500 to 2750	1637.5	1070
Over 2750 to 3000	1675	1100
Over 3000 to 3250	1712.5	1130
Over 3250 to 3500	1750	1160
Over 3500 to 3750	1787.5	1190
Over 3750 to 4000	1825	1220
Over 4000 to 4250	1862.5	1250
Over 4250 to 4500	1900	1280
Over 4500 to 4750	1937.5	1310
Over 4750 to 5000	1975	1340
Over 5000 to 5250	2012.5	1370
Over 5250	2050	1400

For supercharged engine, rotary engine and turbine engine, report to Appendix J, Article 282 in order to define the cubic capacity equivalent.

ARTICLE 4P : Engine

4P1.1) Air restrictor :

Over 5250 cc engines are free.

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

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

For the vehicles listed in the article 6P2 of the specific regulations, the text is modified as follows :

4P1.1.1) Restrictor for petrol engines :

The internal diameter of the restrictors will be defined as follow :

2 valves per cylinder : 33mm

More than 2 valves per cylinder : 31mm

2 valves per cylinder rocker-arm engines (camshaft in the engine block) with a cylinder capacity greater than 5250 cm³ : 36.2mm

4P1.1.2) Restrictor for supercharged diesel engines:

The internal diameter of the restrictors will be 38mm

ARTICLE 6P : TRANSMISSION

For the vehicles listed in the article 6P2 of the specific regulations, the text is modified as follows :

6P1 : Gearbox and transfer box

The design of the gearbox is free. It is restricted to 5 forward gears and 1 reverse gear, without the possibility of changing by any other means in the transmission chain.

If the gearbox has 4 gears or less, it is not possible to add an additional speed-reducing gear by means of a transfer box. This additional speed-reducing gear may only be used with the 4th gear.

Each competitor who is concerned by this restriction will have to declare to the technical scrutineers during scrutineering a scheme representing the cinematic of his vehicle's transmission as well as the list of the ratios used (number of teethes for gears, crown wheel and pinion, drop gear). The competitors will have to use during the complete rally the declared ratios.

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

ARTICLE 8P : WHEELS AND TYRES

In compliance with the FIA Technical Regulations, the use of one type of tyre will be imposed for the whole length of the race for seeded drivers, with the exception of those in the 2-wheel drive and T2 categories.

For seeded drivers, the use of a different wheel from the one given in reference is authorised for both European special stages.

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

Integration of vehicles conforming to Score US regulations.

Definition of the categories and classes : article 6P1 of the supplementary regulations.

6P Admissible vehicles :

Technical details, Group OPEN vehicles :

All 2 or 4 wheel drive vehicles conforming to Score regulations (Score International Off-road Racing Rules and Regulations) are admissible, with the exception of classes _-1600 and 5-1600, under the following conditions :

Respect of articles Appendix J – FIA 285.7 and Art 3P of the present technical regulations.

1. Conception of the roll cage :

The roll cage must conform to score regulations (see Competition Regulations CR33 2003 to 2006 + new text applicable on 01/01/2006) or Article 283/8.3 Appendix J - FIA

2. Roll cage dimensions :

The dimensions of the tubes must conform with score regulations (2003 – 2006 Score International Off-road Racing Rules and Regulations) and more precisely respect the following dimensions of the following table

Vehicle weight	Open cockpit	Closed cockpit
1.350 kg to 1.360 kg	44,4 mm x 3,05 mm	38,1 mm x 3,05 mm
1.360 kg to 1.810 kg	50,8 mm x 3,05 mm	44,4 mm x 3,05 mm
Over 1.810 kg	57,2 mm x 3,05 mm	50,8 mm x 3,05 mm

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 article 285/8, appendix J FIA and of Art. 8P of the present technical regulations.

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 of Art. 8P of the present technical 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, article 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 and 19.

Technical regulations cars-trucks

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

Fuel used must conform with Appendix FIA, Article 282, article 9

[illegible]

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

must send a representation dossier to the FIA including the following elements :

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

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

No requests will be considered after 1st November 2007.

The dossier should be sent to :

Pierre CAPORAL – F.I.A.

2, Chemin du Blandonnet – Case Postale 296

1215 GENEVE 15 AEROPORT - SUISSE



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(Japa)

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Czech R.	Pneu Sport SRO	K. Blahobytu PARDUBICE	00 42 0602 220 922	pavel@pneu-sport.cz
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Italy	Gualandi Gomme	Strada Angariani 47891 FALCIANO	00 39 054 990 53 14	gualandigomme@omniway.sm
Netherlands	Van der Marel	Gildeweg,17 3771 BARNEVELD	00 31 34 24 18 499	vandermarelaautosport@planet.nl
Poland	Auto Serwis	ul.Cieszyńska,364 JAWORZE	00 48 33 818 51 96	opony@telvintet.pl
Portugal	Sport Pneu LDA	Rua Silva Tapada 28 - 4200-500 PORTO		sportpneus@netcabo.pt
Spain	Hispania Racing	Via Complutense ACALA de HENARES	00 34 918 826 652	elval@telefonica.net
Sweden	Dackproffsen S.	Norremarkswagen,6 35245 VAXJO	00 46 470 470 03	dackproffsen@swipnet.se
Swiss	Horag Hotz Racing	Kreuzlingenstrasse,3- 8583.SULGEN	00 41 716 448 020	horag@bluewin.ch
Turkey	Speed Turcars	Oto Sanayi Sitesi elik sok ISTANBUL	00 90 212 280 80 70	info@aramaci.com
UK	M Sport	Downby Hall, Cockermouth CUMBRIA	00 44 19 00 828 888	Jsteale@m-sport.co.uk

BFGoodrich
Tires
TAKE CONTROL

APPENDICES



Appendix

APPENDIX 1 – ENTRIES



- ◆ The application file (conditions of entry and entry fees) are available upon demand from the Competitors' Department from 1st May 2007. They are to be sent back to the Competitors' Department between 15th May and 22nd June 2007.
- ◆ Payment deadlines must be followed. Late payments will be subject to the full registration fee of 12 000 € (individual fee, price per person).
- ◆ ASO reserves the right to cancel registrations that have not been paid in full by 15th November 2007.

Refunds :

In case of retirement of the race vehicle before arriving in Mauritania (retirement in Europe or in Morocco) the following refunds will be given:

- ◆ 1 000 € for cars
- ◆ 2 000 € for 4x4 trucks
- ◆ 3 000 € for 6x6 trucks

This refund will be paid per vehicle by the organiser, if the crew decide not to continue to Dakar by road and therefore do not take the return boat (Dakar-France) included in the vehicle entry fee.

Cancellation and request for refunds :

So as to avoid any ambiguity, cancellation of entries and requests for refunds must be sent by registered post. Cancellations and requests for refunds must be sent to:

A.S.O. – Dakar Competitors' Service
(before 29 December 2007)

Refunds will be made by 28 February 2008 at the latest.

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

- ◆ In the case of cancellations made before 1 September 2007 = 1 000 € administration costs retained.
- ◆ In the case of cancellations after 1 September 2007 = 100% of the amount paid retained.

NB: Full refunds can only be made upon receipt of a registered letter and only in the case of serious problems and / or accompanied by a medical justification.

APPENDIX 2 – BOAT – PLANE – ACCOMMODATION – TRIPS



1 – BOAT

Shipment fees are included in the vehicle entry fee.

Cars must measure no more than 2.50 m in height.

Trucks must measure no more than 4.20 m in height.

Responsibility and insurance :

From the handing over of the vehicle to ASO on the port of embarkation in Europe or in Dakar, the cover provided by GAN ends. Please take out additional insurance with your insurance broker.

A.S.O.'s or V.S.O.'s responsibility will be strictly limited to the legal conditions of use (Law of 18th June 1966 and Decree of 31st December 1966) in terms of maritime transportation of passengers and their vehicles which stipulate notably compensation limits for damage to transported goods (2 DTS per kilo or 666,67 DTS per package or unit), transported vehicles (4 600 € per vehicle) following loss or damage.

2 – AIR FLIGHT – ACCOMMODATION – TRAVEL SERVICES

For the Dakar 2008, our in-house travel agency, V.S.O., organises a certain number of individual trips, including one for the rest day for mechanics, sponsors, and family and friends of the competitors.

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

For information, the tariff for the 2007 Dakar was 2.050 €.

AS ON PREVIOUS YEARS, V.S.O. ALSO PROPOSE SEVERAL PACKAGE TRIPS AND SERVICES :

1) For competitors

- ◆ Accommodation at the start and finish
- ◆ Special flight back to Paris at the end of the rally (2007 Dakar price 630 €).

2) For those accompanying them

- ◆ 3 day trips to meet the competitors. Several possibilities, depending on the final route.
- ◆ A 3 day trip half way through the rally to coincide with the rest day.
- ◆ A 4 day trip to cover the finish in Dakar, including the prize giving.

Documentation and tariffs will be available in September.

Don't hesitate to contact :

V.S.O. 2, rue Rouget de Lisle

92137 Issy les Moulineaux cedex

Tél : 33 (0) 1 41 33 14 85 - Fax : 33 (0) 1 41 33 14 86

e-mail : vso@aso.fr

APPENDIX 3 SAFETY EQUIPMENT & GPS

All Safety and Navigation suppliers will be present :

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

1 - DISTRESS BEACON

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

The corresponding deposit (for a distress beacon) is included in the global deposit, which will be paid to A.S.O. at administrative checks. **Your deposit covers the distress beacon for the amount of 750 €**, guaranteeing the return of material in good working condition.

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

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

The distress beacon must be returned at the end of the rally to TD Com, who will ensure recuperation on the ground. The deposit of any distress beacon not returned to TD Com before 28 February in working order will be cashed. After this date, any disputes will be dealt with directly by the supplier who will invoice 76 € per week, for additional hire.

2 - IRITRACK

The hire of an Iritrack is compulsory and included in the vehicle entry fee, be issued to you at administrative checks by our supplier, TD Com.

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

This kit must be installed before technical scrutineering.

On confirmation of your entry, ASO will send you information regard 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.

The deposit for the Iritrack is included in the global deposit, which will be taken by ASO during administrative checks.

Your deposit covers the Iritrack for the amount of 1500 €, guaranteeing the return of material in good working condition. In the case where a new Iritrack is requested during the rally (following problems or loss of the first), a new deposit will be requested directly by our supplier.

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

The Iritrack must be returned at the end of the rally to TD Com, who will ensure recuperation on the ground. The deposit of any Iritrack not returned to TD Com before 28 February in working order will be cashed. After this date, any disputes will be dealt with directly by the supplier who will invoice 76 € per week, for additional hire.

3 - TELEPHONE - SAFETY EQUIPMENT

All safety and survival equipment as detailed in Article 33P can be obtained, like satellite telephone, from TD COM.

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

TD COM - Rallye Raid Department

ZAC de la Butte Gayen

3, Avenue des Erables - 94440 SANTENY

Tél. : +33(0) 1 45 10 37 54 - Fax : +33(0) 1 43 86 19 17

rallye@tdcom.fr

4 - G.P.S. EQUIPMENT

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

Appendix

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.

The number of specific G.P.S. (homologated by A.S.O.) per vehicle is limited to two, depending on availability.

The kit, included in the global vehicle fee, will include :

- ◆ **1 x G.P.S.** (linked or not to Iritrack depending on the model)

Not included :

- ◆ the installation kit (support, power supply cable (including a 2A fuse), antenna and antenna cable), to be bought from the exclusive supplier and fitted prior to scrutineering.

Competitors will be required to ensure the following :

- ◆ **the mechanical and electrical installation, with a continuous and regular electrical supply of between 9 and 30 volts.**

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

You will receive the equipment at administrative checks from our service provider; ERTF COMPETITION.

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

Bearing and / or speed repeaters, other than the model homologated by A.S.O., are prohibited, as are all other accessories not homologated and connectable to the GPS.

This optional equipment can be bought from the service provider.

The deposit paid to ASO covers the GPS for the amount of 1.000 € (if aerial is bought). Guaranteeing the return of the equipment in good working order. In the case where a new GPS is requested during the rally (following problems or loss of the first), a new deposit will be requested directly by our supplier.

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

The GPS must be returned at the end of the rally to ERTF, who will ensure recuperation on the ground. The deposit of any GPS not returned to ERTF before 28 February in working order will be cashed. After this date any dispute must be resolved directly with our supplier.

For further information, contact :

Société ERTF COMPETITION

Parc Technologique de Soye

BP 81 – 56275 PLOEMEUR

Tél. : +33 (0)2 97 87 25 85 – Fax : +33 (0)2 97 37 59 21

competition@ertf.com

5 - SENTINEL

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

The compulsory hire of the Sentinel is included in the vehicle entry fee. It will be given to you at administrative checks by our supplier PROTECH.

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

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

The deposit for the Sentinel is included in the overall deposit, which will be taken by ASO during administrative checks. **Your ASO deposit covers the Sentinel for the amount of 500 €,** to guarantee the return of the equipment in working condition.

The Sentinel must be returned at the end of the rally to PROTECH who will ensure recuperation on the ground, and even in the case of retirement. In all cases, competitors must demand a receipt mentioning the condition of the Sentinel. The cost of any repairs will be deducted from the deposit.

The deposit for all Sentinels not returned to PROTECH before 28 February in working condition will be cashed. After this date any disputes will be resolved directly with the supplier who will invoice you 76 €, per week hire costs.

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

DRINK UNIQUE, BE UNIQUE

UNIQUE

Natural spring water Unique comes from the untouched and pure forests of the Croatia mountains.

It is high-quality pure spring water with a completely unaltered natural composition for unique refreshment on the red hot desert sand of Africa.

It's unique just like you.



DAKAR

15/01

KIFFA

KAYES

27/01

12/01

MALI



UNIQUE
natural spring water

OFFICIAL SUPPLIER

BADEL 1862

www.unique.com.hr



Appendix

For all additional information please contact :

PROTECH ENGINEERING

6 bis, avenue de la Gare – 34570 PIGNAN

Tél : +33. (0)4.67.27.35.84 – Fax : +33 (0)4.67.50.95.64
contact@sentinel.name

6 - RADIO VHF – FOR ASSISTANCE CREWS ONLY

The hire of the compulsory VHF radio is included in the assistance vehicle entry fee. The radio will be issued to you at administrative checks by our supplier TD COM.

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

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

The use and maintenance of this equipment in functioning condition is compulsory.

The deposit for the VHF radio is included in the global deposit and will be taken by ASO during administrative checks. **Your ASO deposit covers the VHF radio for the amount of 500 €**, guaranteeing the return of equipment in good working order.

In the case where a request is made for a new VHF radio (following a problem with the original) a new deposit will be demanded by the supplier.

In the case of damage to rented equipment, an invoice will be issued by TD COM.

VHF radios must be returned to TD COM at the end of the rally, who will ensure their recuperation on the ground. The deposit for all radios not returned to TD COM before 28 February in working order will be cashed. After this date, any disputes will be dealt with directly with the supplier who will invoice you 76 €, per week hire costs
TD COM – Département Rallye Raid (address point 3)

APPENDIX 4 – FREIGHT DROP

A.S.O. has sub-contracted the transport of spare parts and tyres to LEMOINE PERIGNON, that will ensure the spare parts routing by ground transport.

All other means of delivery of material on the Rally are forbidden on pain of exclusion (Art. 18).

LEMOINE PERIGNON will provide the following services :

- ◆ reception of equipment at Roissy, before the competition and during technical scrutineering in Lisbon.
- ◆ transport and supply of spare parts from 9th January 2008 8.00 am to 10th January 2008 at 10.00 am.
- ◆ transport and supply of spare parts on the rest day in Nouakchott from 13th January 2008 7.00 am.
- ◆ return of spares to Roissy.

You will find on the documents to download on our website (www.dakar.com) all the routing conditions together with the order form to be sent back to our provider.

For further information, contact :

LEMOINE PERIGNON

Zone de Fret 4 – 6 rue du chapelier – BP 10023

F – 95700 ROISSY CDG – FRANCE

Tél. : +33 (0)1 48 16 51 65 – Fax :+33 (0)1 48 16 51 76

APPENDIX 5 – DAKAR BRANDS - TRADEMARKS

A.S.O. would like to point out that, as the organiser of the Da-kar, it exclusively holds all the operating rights for that event and, as managing agent of its subsidiary, the company Paris Dakar (formerly TSO) which used to organise this rally in the past, exclusively holds the operating rights of the nominative, figurative and/or semi-figurative “Dakar” trade marks. Commercial use of the intangible attributes of an event by a third party, even if only by reference, is only possible with the express consent of the organiser who grants such use to its partners subject to certain conditions.

As a competitor in the Dakar, you are authorised to use the following composite label, which is reproduced below, subject to the following conditions:

The composite label

Under no circumstances may the Dakar logo be modified and, when used, it must respect the colour codes of the graphic chart.

Colour references

Brown

Pantone 4625 C

4 colour process: M 60 / Y 100 / K 85

Monochrome: K 100

You are authorised to reproduce this “Dakar Competitor” composite label to inform third parties of your status as a Dakar competitor on the following media: Documentation for finding financial and/or institutional sponsors ;



Press presentation documentation ;

On clothing worn by drivers and members of the support team registered to take part in the Dakar.

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 the Dakar trade marks so that there can be no confusion in the minds of the public between their status

as a competitor sponsor and a Dakar sponsor which they are not.

Finally, all Dakar competitors are strictly prohibited from marketing, in any way, products bearing all or some of the Dakar trade marks, including the aforementioned composite label; the marketing of products bearing Dakar trade marks is strictly reserved for the ASO and its licensees.

If you wish to carry out any communication work, internal and/or external advertising, relating to your taking part in the Dakar, on your own or in conjunction with your sponsors, you must submit the communication and/or advertising project to the ASO in advance for its written approval.

APPENDIX 6 – AUDIO VISUAL COVERAGE

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

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

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

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

**A.S.O. – TV Department – 2 rue Rouget de Lisle
F-92130 ISSY LES MOULINEAUX
Tel. : + 33.(0)1.41.33.14.10
asotv@aso.fr**



Appendix

APPENDIX 7 - ONBOARD CAMERAS



TECHNICAL FILE					
ONBOARD CAMERAS "RECORD" CAR					
Product	Quantity	Unit Weight (Kg)	Total Weight (Kg)	Unit Size L x w x h (mm)	Power requirements (Volt x Amp = Watt)
Camera + Cable	3	0,360	1,08	-	12 x 0,2 x 3 = 7,2
Camera mount	3	0,300	0,900	-	
Recorder	1	1	1	148 x 65 x 133	12 x 0,8 = 9,6
Sequencer	1	0,500	0,500	-	12 x 0,6 = 7,2
Peltor	1			-	
Pre amp audio	1	0,600	0,600	-	12 x 0,2 = 2,4
Case	1	2	2,5	345 x 295 x 145	
Total			6,58		12 x 2,2 = 26,4

Summary "Car Record" :

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

Total weight (approx.) : 6,5 Kg

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

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

Summary "Auto HF" :

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

Total weight (approx.) : 6,0 Kg

Consumption : 12 Volt / 4 Amp. / 48 Watt.

APPENDIX 8 : VISAS

For this 30th edition of the Rally, A.S.O. has chosen the company VISAS EXPRESS who can obtain visas for you for all the countries that the Rally passes through.

Package prices for groups exist. To benefit from this, it is essential that teams present all passports at the same time (minimum 10 passports) and not individually.

We remind you that your passport must :

- ◆ be valid until August 2008
- ◆ have a minimum of 3 clear pages

Attention : delays for obtaining visas can be long (3 weeks).
We strongly advise you to contact:

VISAS EXPRESS

54, rue de l'Ouest- BP 48-75661 Paris cedex 14

Tél : +33.(0)1 44 10 72 72

Fax : +33.(0)1 44 10 72 73

Email : visas-express@visas-express.fr

Site : visas-express.com



ASSISTANCE REGULATIONS



Assistance regulations

1. SPORTING REGULATIONS

ART 1 - ELIGIBLE VEHICLES

- ◆ **Petrol or diesel production 4x4 vehicles, conforming to the spirit of the production regulations, even if they are not FIA homologated.**
- ◆ **S.U.V. and 'all terrain' vehicles must request permission to participate, accompanied by a photo (with the number plate visible) and a photocopy of the vehicle registration papers.**
- ◆ Off-road production trucks of more than 3.5 tonnes, conforming to the T4 truck regulations, even if they are not FIA homologated.
- ◆ **At the start of the race, ASO reserve the right to refuse the entry of all vehicles which appear not to be suitable or which do not correspond to the vehicle declared, or all car more than 6 years old or a truck more than 15 years old.**
- ◆ An assistance vehicle that runs into problems in Europe, may, with the agreement of the organisers, be replaced by another, on the condition that the new vehicle complies with safety norms and joins the rally before the CH at the entrance to the port of embarkation. No changes will be possible once in Africa.
- ◆ Assistance vehicles entered in the car category must not measure more than 2.50 m high (roof rack included) on pain of paying a supplement corresponding to the entry fee for the assistance truck category.
- ◆ Trucks in the assistance category will not be able to embark if more than 4.20 m high (roof rack included).

ART 2 - CREWS

Crews may be composed of :

- ◆ **From 2, up to 4 persons, in trucks,** if the truck is homologated for 4 persons as standard, and providing this is stated on the registration papers.
- ◆ **From 2, up to 4 persons, in cars,** suivant le type du véhicule engagé. **Only 4x4s having the possibility on the registration documents, to carry 4 people on board, will be allowed to transport 4 people.**

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 Director.

If an assistance crew member leaves their vehicle due to force majeure, the vehicle may continue providing the Race Direction is informed. In no case can the crew member be replaced.

All infractions will incur the exclusion from the race of the assistance vehicle.

ART 3 - BRIEFING

A specific briefing will be held in Lisbon at the Belem Cultural Centre on 4th January 2008 at 20.30.

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

ART 4 - ENTRIES

Conforming to the current specific regulations : **article 9 and appendix 1**

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

Refunds :

In case of retirement of an assistance vehicle before arriving in Mauritania (retirement in Europe or in Morocco) the following refunds will be given :

- ◆ 1 000 € for assistance cars
- ◆ 2 000 € for 4x4 assistance trucks
- ◆ 3 000 € for 6x6 assistance trucks

This refund will be paid per vehicle, if the crew decide not to continue to Dakar by road and therefore do not take the return boat (Dakar-France) included in the vehicle entry fee.

ART 5 - IDENTIFICATION

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

ART 6 - MARKINGS

Assistance vehicles will not be marked or sealed during scrutineering.

ART 7 - ATTRIBUTION OF NUMBERS AND START ORDER

Numbers will be attributed at the discretion of the organising committee.

In Europe assistance vehicles will not be required to be placed in parc fermé or check in at any control until the port of embarkation. The itinerary given is recommended but

not compulsory, until the port of embarkation. Assistance parks will be indicated on information notes.

In Africa, if assistance vehicles share the same itinerary as the race, they will start after the last competitor in the race.

ART 8 – CHECKING IN

In Africa, crews in the “Assistance” category may leave each day from 01.00 in the morning, according to the schedule that will be given on an information note during the administrative checks.

The checking in system and procedures chosen for 2008 will be indicated later through an information note.

Failure to check in at a control or absence of a card aboard a vehicle:

- ◆ 1st infraction : fine of 300 €
- ◆ 2nd infraction : fine of 500 €
- ◆ 3rd infraction : immobilisation at the liaison time control until the start of the 1st car + sealing of the vehicle until the next bivouac.
- ◆ 4th infraction: exclusion.

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

ART 9 - INFRINGEMENT NOTE BOOK

At Lisbon, at administrative checks, an infringement note book will be given to all vehicles in the assistance category.

The various infractions will be noted in it.

The note book may be checked at any time, at the bivouac, or on the itinerary, by members of the organisation.

In the case of loss or damage, making the reading of the note book impossible, penalties may go up to the immobilisation of the vehicle at the liaison time control + sealing of the vehicle up to the next bivouac..

This note book must be handed into the time control at the end of the liaison in Dakar, at le Méridien, on Sunday 20th January, on pain of retention of the deposit of the vehicle concerned.

In case of retirement or exclusion, the note book must be immediately handed to the man in charge of the PSR, on pain of the deposit of the vehicle concerned being retained.

ART 10 – ROAD BOOK / ITINERARY

A/ Road Book

a) Road book “paper”

The first half of the road book will be given to assistance crews at the administrative checks. The second half will be distributed on the rest day, from 2.00 pm.

b) Electronic road book

The crews registered in the assistance category will have the possibility of renting an electronic instrument unrolling the road book automatically, from the Tripy company. Only the model provided by the supplier of the organization will be authorized.

The details concerning this material will be sent in October.

B/ Itinerary

The following of the itinerary, as described in the road book is compulsory. Vehicles must follow the entirety of each stage on pain of exclusion. They may not avoid a stage and then return to the race, unless they make a specific request to the race direction to do so.

Failure to respect the itinerary will incur the following penalties :

- ◆ 1st infraction : 300 € fine
- ◆ 2nd infraction : 500 € fine
- ◆ 3rd infraction : immobilisation at the liaison time control until the start of the 1st car + sealing of the vehicle until the next bivouac.
- ◆ 4th infraction : exclusion

C/ Checking procedure Itinerary / Speed:

Throughout the duration of the rally, assistance crews are responsible for the correct functioning of their GPS downloaded by the organisers. The GPS must be switched on and connected permanently to its power supply and aerial throughout the entire leg. **All actions caused by assistance crews (loss, destruction, switching off etc.) making it impossible to read the GPS and / or all attempts at fraud or manipulation noted will result in penalties to be decided by the man in charge of the PSR and may include exclusion from the race.** Penalties applied will be identical to those for a crew who have failed to enter the day's code into their G.P.S.(s).

Checks will be carried out at the end of legs. All way points will appear on a screen page either ‘clear’ or in gray: not validated or validated. The person carrying out the checks will note any infractions on the infringement note book and

Assistance regulations

these will be counter signed by one of the members of the assistance crew.

In the case where the information on the note book is contested the crew must pay the fine to the PSR as a guarantee prior to the GPS being downloaded at the Safety Centre by a specialist. If the check proves negative the amount paid will be returned to the crew.

ART 11 - DRIVER'S CODE

- 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 infringement : fine of 300 €.
- ◆ 2nd infringement : fine of 500 €.
- ◆ 3rd infringement : immobilisation at the liaison time control until the start of the 1st car + sealing of the vehicle until the next bivouac
- ◆ 4th infringement : exclusion.

- b) **It is forbidden to leave wheels or punctured or damaged tyres on the track and in the desert.** All competitors caught doing so will be penalised 500€ per wheel or tyre. Repeat offences will result in penalties up to exclusion from the race.

- c) **In the case of retirement, or at the end of the rally, it is expressly forbidden for competitors to giveaway or sell their vehicle in one of the countries crossed.** All competitors breaking this rule will forfeit their 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 infringement : 500 €
- ◆ Repeat offence : exclusion

ART 12 - TRAFFIC - SPEED

A / Maximum speed

- a) **The maximum speed allowed is 90 kph for trucks. For cars, it is 90 kph in Senegal, 100 kph in Morocco and 110 kph in Mauritania.**

All speeding between 0 and 20 kph will incur the following penalties :

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

All speeding over 20 kph will result in the following penalties :

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

- 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 and transmitted to the organisers. Infractions noted will be then noted on the infringement note book at the finish time control for further sanctions.

B/ Speed – Speed control zones

When driving through speed control zones, assistance vehicles will come under the same rules as race vehicles (see art 15P1 and 15P2)

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

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

All speeding over 10 kph will be sanctioned as follows :

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

C/ Speed bivouac / Stage town

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

All vehicles caught crossing (or driving o) the landing strip will be liable to sanctions up to and including exclusion from the race.

ART 13 - ASSISTANCE

See article 18 of the supplementary regulations

In Europe assistance is free.

When assistance vehicles have a specific itinerary they are forbidden to intervene on the day's special, on pain of exclusion from the race of the assisted competitor. However they can intervene on road sections, only on sections of the itinerary shared with competitors.

Assistance vehicles are not allowed to go on stages without assistance, on pain of exclusion from the race of all competitors assisted.

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

For safety reasons, people registered in the assistance category must inform the organiser when they go back on the track to get a competitor.

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

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

All infractions of the assistance regulations will result in penalties up to exclusion of the assistance vehicle and the race vehicles concerned.

ART 14 - INSURANCE

See article 19 of the supplementary regulations

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

ART 15 - ADVERTISING

See article 13 of the supplementary regulations

ART 16 - PASSAGE CONTROLS AND SAFETY

Assistance vehicles must check-in at CPs when they are following the rally piste and allow checks to be made b the organisers Safety and Prevention team.

ART 17 -SCRUTINEERING

a) The act of presenting a vehicle for administrative checks and scrutineering is considered as an implicit declaration of its compliance. Scrutineering will be held in Lisbon at the Belem Cultural Centre on 2, 3 and 4 January 2008.

A convocation stating the time and day of scrutineering will be sent to you during November.

Failure to respect convocation times will incur penalties of

- ◆ 50 € for the first hour late
- ◆ 80 € for following hours.

The start will be refused to all crews which present themselves at administrative checks and / or scrutineering after the time limits laid down in the regulations, except in the case of force majeure, duly recognised as such by the Organiser.

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

- ◆ up to 30 minutes : 5€
- ◆ from 30 minutes to 1 hour : 30€
- ◆ per hour extra : 15€

b) **Competitors having only passed through administrative checks on 02/01 or 03/01 evening must leave their vehicles in the waiting parc and present themselves the next day at 8.00 for technical scrutineering.**

c) **Administrative checks:**

The person responsible for a vehicle undertakes to present valid papers. If one of the necessary documents is missing the vehicle will not be accepted.

At administrative checks each crew must present the following original valid documents.

No photocopies or declarations of loss will be accepted.

1 - Documents to be presented by drivers and co-drivers:

- ◆ National driving licence,
- ◆ Valid passport (valid until 30/07/2008)
- ◆ Visas
- ◆ Vaccinations: yellow fever vaccination is compulsory. Recommended: tetanus, polio, meningitis (A & C), viral hepatitis B, typhoid, anti-malaria treatment...





Assistance regulations

2 - Documents to be presented for vehicles:

- ◆ Valid log book or registration certificate (provisional registrations not acceptable),
- ◆ Insurance certificate (green card)
- ◆ Permission of the owner to use the vehicle when they are not part of the crew.

d) Technical Obligations:

Participants undertake to present a vehicle conforming to the entry form, on pain of being refused the start.

Vehicles must be presented at technical scrutineering with GPS and VHF mounting brackets and cables fitted, ready to receive the system. Failure to comply to this regulation will incur a penalty of 150 € per piece of equipment not fitted.

A sticker reminding of safety instructions will be placed on the inside of the windscreen during technical scrutineering.

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

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

ART 18 - CREWS' SAFETY

A/ - SURVIVAL EQUIPMENT

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

- ◆ 1 strobe lamp
- ◆ 1 lighter
- ◆ 1 torch
- ◆ 3 red hand-held smoke flares
- ◆ 1 compass
- ◆ 1 distress mirror
- ◆ 1 general map of Africa (Michelin type No 741) or the Road Safety map (given at the administrative checks)
- ◆ 1 reserve of 5 litres of water per person
- ◆ 1 foil survival blanket per person
- ◆ 1 first aid kit
- ◆ 1 seat belt cutter per person
- ◆ 1 satellite telephone.
- ◆ 1 G.P.S. identical to that issued to competitors, downloaded by the organisers (included in the entry fees).
- ◆ 1 VHF radio, supplied by the organisers (included in the entry fee.)

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

B/ - RETIREMENT:

In the case of retirement, it is imperative that crews inform, by all possible means, and as quickly as possible, the Dakar race control in Paris on +33 (0)1.41.33.15.82.

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

Crew that have retired may in no circumstances be transported by the organisers for part or all of the route.

C/ - HELMETS / SAFETY HARNESES

The wearing of a homologated helmet is compulsory for all crew members whenever the assistance itinerary is on piste.

The wearing of a safety harness is compulsory over the entire itinerary.

Failure to use the safety harness and / or the failure to wear a helmet when compulsory will incur the following penalties:

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

Checks will be made on the itinerary by the organisers' safety and prevention team.

D/- DEPOSITS

For each vehicle, a deposit must be made by the crew members (who will be considered as one by the organisers) to the organisers, so as to guarantee the respect of the following clauses:

- ◆ The obligation to inform, in the case of retirement, the organisers by all possible means, in accordance with article 32P2. The means used to inform the organisers is the sole responsibility of the crew. A third person cannot be held responsible.
- ◆ The obligation to comply with customs regulations in force in the countries crossed.

- ◆ The obligation to return to the organisers all material or equipment temporarily issued during the event, immediately after retiring or being excluded.
- ◆ In the case where crews are forced to abandon their vehicle they must make a declaration to the closest police station and hand a copy of this declaration to the organisers head quarters: A.S.O. – 2, Rue Rouget de Lisle – F – 92137 Issy-les-Moulineaux cedex, on returning home. Vehicle repatriation is at the cost of crews.
- ◆ The obligation to pay all expenses not directly payable to the organisers, as stated in these regulations (e.g.: accommodation, return travel other than that planned, miscellaneous expenses, local assistance on a vehicle etc.).
- ◆ The obligation to respect the safety regulations during the race.
- ◆ The obligation to return the GPS after the rally.
- ◆ The obligation to return the VHF after the rally.
- ◆ The obligation to hand in the infringement note book in Dakar or after retiring / exclusion.

The guarantee deposit will be taken using an impression of a visa card, during administrative checks.

A.S.O. will accept only one payer per vehicle or team. The identity of the owner of the visa card must be that of the person paying for the vehicle or the team.

The guarantee deposit will not be cashed and the card impression will be cancelled after the rally except:

- ◆ If safety rules are not respected.
- ◆ If the GPS is lost or damaged.
(see specific conditions in the forms for the GPS)
- ◆ if the VHF is lost or damaged
(see specific conditions in the forms for VHF).

NB: All payment defaults will result in participation being refused for the following 5 years.

Amount of guarantee deposit
CARS AND TRUCKS : 1 500 €

ART 19 - ACCESSORIES AND NAVIGATION

A/ SATELLITE TELEPHONES

For safety reasons the presence of a satellite telephone on board vehicles is compulsory. It must be switched on permanently and situated next to the windscreen, with the aerial up. All vehicles

must be contactable at all times. The number must be given to the organisers during administrative checks.

The following restrictions apply:

- ◆ Linking of satellite telephones with all other systems, by whatever means: **FORBIDDEN.**
- ◆ Only commercially available satellite telephones are allowed and no modifications are allowed.
- ◆ Only adaption kits sold by the manufacturer of the satellite telephone are allowed, with no modification.
- ◆ All cables going to or coming from telephones must be accessible to scrutineers.
- ◆ All navigation aid systems (integrated or not) are forbidden.
- ◆ Digital position transmission is forbidden.
- ◆ No function allowing satellite telephones to send, automatically or not, their position is allowed.
- ◆ The phone number (phone, fax and data) must be given to the organisers during the administrative checks.

The use of a RBGAN station (+aerials) is authorised, inside the bivouac only.

B/ RADIOS AND TRANSMISSIONS:

Only the following aerials will be authorised:

- ◆ For the race GPS, supplied by the organisers suppliers,
- ◆ Iridium linked to the Etrack (optional) and supplied by the organisers suppliers,
- ◆ « Patch » type fixed roof aerials, with the exception of aerials that continually search satellites,
- ◆ Radio emission / reception supplied by the organisers suppliers,
- ◆ Radio aerials designed only to receive AM or FM public radio broadcast on authorised wavebands.

To the exclusion of all other type of aerial, linked or not, of type Standard C, D+, M, mini M, Argos, radios, telephones etc.

All infractions may result in exclusion from the race.

C/ RADIOS:

All satellite links or other links between a race vehicle and an exterior base or another vehicle, is forbidden. They will use a sole frequency, all modifications are forbidden. The conditions concerning the receiving and installation of the equipment will be sent by the relevant supplier.

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

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

D/ SATELLITE LINKS/ DATA:

All satellite links or other links between a race vehicle and an exterior base or another vehicle, is forbidden.

All data transmission systems, that allow the tracking of vehicles and management of vehicle fleets is forbidden. And that whatever the means or technical system used, on the pain of exclusion from the race, with the exception of the optional Etrack system, supplied by the organisers' suppliers and paid for by the entrant.

E/ NAVIGATION

Conforming to article 33P6

To ensure the respect of the official itinerary of the road book and to check speeds, the installation of the GPS (and or repeater) in a place visible by the driver is strongly recommended.

2. TECHNICAL REGULATIONS FOR ASSISTANCE VEHICLES

While it is not necessary for assistance vehicles to be homologated by the FIA, cars must follow the spirit of FIA T2 regulations. Trucks must follow the FIA **T4.1** technical regulations. Technical scrutineers alone will be apt to judge the compliance and safety of a vehicle

The technical regulations may be consulted at : www.fia.com

TECHNICAL OBLIGATIONS

Each assistance vehicle must have the following equipment present:

- ◆ **Minimum 4 point harnesses for all crew members**
- ◆ **Individual seats for all crew members (bench seats forbidden)**
- ◆ 1 homologated 2 kg manual powder fire extinguisher
- ◆ External rear view mirrors
- ◆ 2 towing points (1 at the front, 1 at the back)
- ◆ reinforced windscreen
- ◆ fuel tanks (range 800 km): petrol vehicles must be fitted with FT3 type fuel tanks. Diesel vehicles must be fitted with fuel tanks made by an approved manufacturer and stamped as such.
- ◆ NB: the filler must be situated outside of the vehicle. Tubes, funnels, mountings and air breathers must conform to the 2008 technical regulations for cross-country vehicles.
- ◆ 1 powerful air horn
- ◆ Rear lighting equipment conforming to the current specific car regulations
- ◆ 2 spare wheels
- ◆ mud flaps
- ◆ two sand ladders

Maximum height of cars (including roof rack) 2,50m

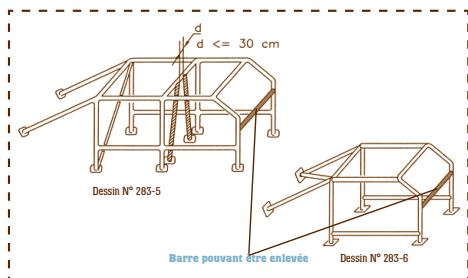
Maximum height of trucks (including roof rack) 4,20m

Roll-cages : Roll-cages must conform to the spirit of FIA regulations (Appendix J, art. 283.8 for cars, 287.3 for trucks) i.e. diameter 50mm – minimum thickness 2 mm or diameter 45 mm and minimum thickness 2.5 mm– material: cold drawn seamless carbon steel – fasteners minimum 8 or norm ISO 8.8 self-locking or with locking washers. Anchor points and structure diagram **283.3 (art. 8.3.2.3)**. (Only the crossbar at the bottom of the windscreen is not compulsory).





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All crews with vehicles equipped with roll cages that do not conform to the spirit of FIA regulations must send to the organisers, so as to be validated by the organisers, before 31 October 2007 :

- ◆ a diagram of the roll cage,
- ◆ a photo of the roll cage,
- ◆ a description of material used,
- ◆ a declaration by the constructor or the organisation that checked the construction.



