

RALLYE OILIBYA DE TUNISIE 2010

1st to 7th MAY

2010 FIM CROSS-COUNTRY RALLIES
WORLD CHAMPIONSHIP

SUPPLEMENTARY REGULATIONS
MOTORCYCLES, QUADS AND
ASSISTANCE VEHICLES



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1. PUBLICATION

NPO will organize the round of the 2010 FIM Cross-Country Rallies World Championship on behalf of the Fédération Tunisienne de Motocyclisme (FTM). The event will be held in accordance with the Sporting Code of the FIM together with the relevant Appendices, these Supplementary Regulations and any final instructions approved by the International Jury.

FIM approval: **403/02**

FMNR approval: **299/10**

In case of discrepancy or dispute regarding the interpretation between the French and the English text, the French text will prevail.

Any matter not provided for in the relevant Appendices or these Supplementary Regulations will be subject to interpretation by the FIM International Jury.

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

2. HONOUR COMMITTEE

The Fédération Tunisienne de Motocyclisme (FTM) is organizing the round of the 2010 FIM Cross-Country Rallies World Championship with NPO which will take place from May 1st to May 7th 2010, Under the aegis of the FIM.

3. ORGANISING COMMITTEE

President of the FTM:	Chekib BRAHMI
Race Director:	Stéphane CLAIR
Assistant Director:	Emmanuelle DUMONT
Secretary of the Meeting:	Jérémy PONCET

4. ADDRESS OF THE PERMANENT SECRETARIAT

N.P.O. – Competitors department

276, Avenue du Douard – ZI Les Paluds

13 400 AUBAGNE

France

Tél : +33 (0)4.42.84.08.41

Fax : +33 (0)4.42.62.97.96

E-mail : concurrents@npo.fr

www.npo.fr



5. LIST OF OFFICIALS

FONCTION	NAME	LICENCE N°
FIM Jury President	Larbi RIDA SBAI	FIM
1 st FMNR Jury Member		FIM
2 nd FMNR Jury Member		FIM
Clerk of the Course	Mahmoud ESSOUSSI	FIM
FIM Technical Delegate	Gianfranco FERRETTI	FIM
FMNR Technical Steward	Serge TISON	FIM
Chief Medical Officer		FIM
Environmental Steward		FIM
Chief Timekeeper		FIM
Chief Marshal		
Chief Safety Officer	Stéphane CLAIR	FIM N° 4666
Relation with riders	Serge TISON	
Secretary of the Meeting		

6. PROGRAM OF THE EVENT

6.1 Rally Headquarter:

Date and Time	Lieu
Saturday 1 st May. 7h – 19h	TUNIS – admin. and tech. check
Sunday 2 May. 7h To Friday 7 May. 16h	6 Stages



6.2 Events

The hours of the Rally Oilibya of Tunisia 2010 will be the local time in Tunisia.

Day	Date	Action	Time	Place
Saturday	1 MAY	Administratives and Technical Check	8:00-16:00	TUNIS
		Roadbook Leg 1 – Issue	17:00	
		Riders Briefing	20:00	
		Departure list publication	21:00	
Sunday	2 MAY	Start Parc – Open / Close		
		Start Legs 1		
		Maximum estimated time (Bivouac 1 st bike)		
		Roadbook Leg 2 – Issue		
		Riders Briefing for Leg 2		
		Leg 1 ProvClass/Leg 2 St List		
		Maximum estimated time of Stage 1:		
Monday	3 MAY	Start Stage 2		
		Start Legs 2		
		Roadbook Leg 3 – Issue		
		Riders Briefing for Leg 3		
		Leg 2 ProvClass/Leg 3 St List		
		Maximum estimated time of Stage 2:		
Tuesday	4 MAY	Start Stage 3		
		Start Legs 3		



		Roadbook Leg 4 – Issue Riders Briefing for Leg 4 Leg 3 ProvClass/Leg 4 St List Maximum estimated time of Stage 3:
Wednesday	5 MAY	Start Stage 4 Start Legs 4 Roadbook Leg 5 – Issue Riders Briefing for Leg 5 Leg 4 ProvClass/Leg 5 St List Maximum estimated time of Stage 4:
Thursday	6 MAY	Start Stage 5 Start Legs 5 Roadbook Leg 6 – Issue Riders Briefing for Leg 6 Leg 5 Prov Class/Leg 6 St List Maximum estimated time of Stage 5:
Friday	7 MAY	Start Stage 6 Start Legs 6 Maximum estimated time of Stage 6: Provisional Classification Final Classification Prize Giving



7. RIDERS

7.1 ENTRY CONDITIONS FOR THE RIDERS

- The Organizing Committee reserves the right to refuse the entry of a rider, without having to give the reasons of this refusal..
- To be registered in an event of the Cross-Country Rallies World Championship, any person over 18 years, from any country, must hold a FIM rider's license for the Cross-Country Rallies World Championship valid for the year of the event (art. 70.2.1 FIM Sporting Code), released by his own National Federation and holding a driving license corresponding to the capacity of his motorcycle.
- Any copy of statement of loss or theft of the driver license will not be accepted as it does not legally substitute the possession of a driving license conform to the capacity of the motorcycle.
- The maximum number of motorcycles accepted is 100.
- Any rider who is replaced by another one on his motorcycle during the race will be excluded from it, as well as the motorcycle of this last mentioned driver.
- The rider enters the Rally Oilibya of Tunisia 2010 at his own risk, being fully aware of the danger associated with the event. For this reason, the rider relieves the Organizer, the FMNR and the FIM from any penal and/or civil responsibility in case of physical and/or material damages incurred as a result of his participation in the RALLYE OILIBYA DE TUNISIE 2010.

7.2 ENTRIES

- All non-Tunisian competitors must have written authorization to race abroad from their respective federation. For French Competitors, NPO will make the global demand to the FFM

7.3 ENTRY APPLICATIONS

- The engagement form are available at the NPO competitors department that you can reach by Email: concurrents@npo.fr or by phone: +33 (0)4 42 84 08 41 or by fax : +33 (0)4 42 62 97 96. Download it on the Rally Oilibya of Tunisia WebSite : www.npo.fr
- To be taken in consideration, your request for the entry must be signed and worded read, approved and accompanied by the minimum pre-entry of 500 € by cheque or with the hard copy of the SWIFT Bank transfer. Competitors not having paid the full entry fee will not be authorised to take the start.
- In signing an entry form, riders subject themselves to the International Sporting Code and the present regulations. No amendments may be made to the entry form, except in cases provided for in the present regulations.



7.4 ENTRY FEES

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

BIKE/QUAD + pilot Amateur	CONDITIONS
5 300 €	①
6 700 €	②

Conditions to be fulfilled:

① Preferential Rates for amateurs only

Payment of the 500 € for pre-entry

Prior to February 15: payment of 50% of the entry fee.

Prior to April 2: payment of the full amount of the entry fee

Prior to April 2: The tariff is going to be increased by 25%

② Standard Rates :

Prior March 22: payment of the full amount of the entry fee

Prior March 22: The tariff is going to be increased by 25%

Les droits d'engagement sans publicité organisateur sont fixés au tarif standard majoré de 60%.

The engagement fee without the compulsory advertising will be the standard rates increased by 60 %

Closure of Entries : April 9th 2010

RATE include :

- *Sporting rights for competitors,*
- *Health repatriation insurance for Europe and the organizer's civil liability insurance,*
- *Food (breakfast, ration and evening meal),*
- *4 Nights in Hotels standard category and 4 nights in bivouac (with you material for camp)*
- *Price giving ceremony,*
- *ID bracelets,*
- *Road-books and the rally guide,*
- *Vehicle stickers for access to the bivouac and the service areas,*
- *For service, authorization to intervene on vehicles in race in the assistance zones defined for that purpose.*



RATE excluded:

- *Transportation of the participants and the vehicle.*
- *Sport compulsory license for competitors,*
- *Fuel (A fixed price of 200 € in selective sectors), for bikes and Quads, payment will be made at the administrative checks*
- *personal spending,*
- *safety and navigation systems rent (Sentinel, Iritrack, GPS),*
- *satellite phone rent and communications, (non mandatory)*
- *plane (optional, rates will be communicated by NPO after),*
- *The €1 000 guarantee deposit, uncashed (credit card print during checks).*

Discount for 1st participation: A discount of €150 is offered to amateur competitor who take part for the first time to the Rally Oilibya of Tunisia. Only one discounts per crew or pilot in race. This offer is not combinable with other offers

Discount for Loyalty to NPO: A discount of €300 is offered to amateur competitor who've taken part to the Rally Oilibya of Tunisia 2009 or Shamrock Rally of Morocco 2009. One discounts per crew or pilot in race. This offer is not combinable with other offers

To benefit from the tariff chosen, all registration forms must include the FINAL crew members names. The dates of full payment must be respected. Bank transfer credited on our bank account or cheque received at NPO's office: 276 Avenue du Douard – ZI Les Paluds – 13 400 Aubagne - FRANCE

7.5 DEPOSIT CHEQUE

- Each team in the race must present a deposit of 1000 € (credit card print) during the administrative checks. The departure will be refused if the team doesn't respect this condition.
- This deposit will be the guarantee of your respect of the research and security rules, as the obligation to advise an abandon and to not let off the Iritrack system alarm button without a good reason (as outlined in the present regulation) and also to return to the organizers all material or equipment provided to competitors during the event.
- The deposit will not be credited except if the International Jury observes any infringement. It will be send back after the event and before June 30th 2010 to the competitors having fulfilled the above conditions.

7.6 ASSISTANCE ENTRY FEES

Assistance person definition:

Any person regularly registered whom having paid the full amount, wearing an identification bracelet as assistance. Are considered as assistance, mechanics, team managers, person who works on a racecar, person who want access to the assistance area (in accordance with terms defined by the paragraph assistance), and who paid the engagements fees. Any other person (VIP, press, etc ...) cannot be considered as an assistance. Any person, not identified by the organization,



will be considered as "Off Rally" and will be ban from the Bivouacs and Rally Vehicles.

CONDITION	①	②
Vehicle ASSISTANCE < 3,5T	1 000 €	1 300 €
Vehicle ASSISTANCE 3,5T more	2 200 €	2 800 €
Bracelet Assistant (par. Personne) (Mechanic, Team Manager)	2 400 €	2 800 €

Conditions to be fulfilled:

① Preferential Rates for amateurs only

Payment of the 500 € for pre-entry

Prior to February 15 : payment of 50% of the entry fee.

Prior to April 2 : payment of the full amount of the entry fee

Prior to April 2 : The tariff is going to be increased by 25%

Without organization advertising: Standard rates plus 60%.

The engagement fee without the compulsory advertising will be the standard rates increased by 60 %

Closure of Entries: April 9th 2010

RATE Include:

- *Sporting rights for competitors,*
- *Health repatriation insurance for Europe and the organizer's civil liability insurance,*
- *Food (breakfast, ration and evening meal),*
- *4 Nights in Hotels standard category and 4 nights in bivouac (with you material for camp)*
- *Price giving ceremony,*
- *ID bracelets,*
- *Road-books and the rally guide,*
- *Vehicle stickers for access to the bivouac and the service areas,*
- *For assistance, authorization to intervene on vehicles in race in the assistance zones defined for that purpose.*

RATE Excluded:

- *Transportation of the participants and the vehicle.*
- *Fuel*



- *Personal spending,*
- *Plane (optional, rates will be communicated by NPO after),*
- *The €1 000 guarantee deposit, uncashed (credit card print during checks).*

Assistance vehicles must:

1. Pay an entry fee before the closure of entries on April 9th 2010 and fill out an entry form.
2. Carry a numbered assistance plate and the publicity provided by the organizers.
3. Respect and conform to the rules. They will be under the control of the race director.
4. Comply with the same rules as competitors' vehicles in relation to the Tunisian Highway Code.
5. Wear harnesses and/or safety belt. This is compulsory throughout the event
6. Respect the rules in the specifically authorized assistance areas, which are considered as limited speed areas.
7. In case of non respect of one of this rules, the following infringements will be apply :
 - 1st infringement: 1,000 €/person
 - 2nd infringement: Penalty at the discretion of the Stewards of the Jury or the organizer and might go up to the exclusion.

7.7 TRANSPORT

The participants meeting point is in Tunis. The transportation of the participants, vehicles and other materials is chargeable to the participants and not to NPO.

However, NPO offers a transportation solution:

- Bike + an 80L trunk + 2 wheels, depart from France = 600 € RT.
- Quad = 750 € RT

Preferential rates are offered to participants on request (transportation by boat or air, hotels, ...)

7.8 PAYMENTS

For the French competitors, the payments will be done by cheque to the order of NPO, or by credit card.

For the other competitors, payments have to be done in Euros by swift transfer or credit card.

Past the 2nd of April 2010, only payments by transfer will be accepted.

NPO will accept one payer per car or per team. He/she will work out all the payments on the chosen paydays.

To run *the Rally Oilibya of Tunisia 2010*, the total amount of the entry fees will have to be paid prior the 9th of April 2010, 12 PM, exclusively by transfer or credit card at the following address:

N.P.O. : 276, Avenue du Douard – ZI Les Paluds – 13 400 AUBAGNE - FRANCE



The starting will be denied to any competitor who did not pay the total amount of their commitments and give the surety bond.

Invoicing:

Following the registering and on request, a single invoice will be established in the name and address of the payer, mentioning all the services paid to NPO. Under no circumstances NPO will invoice several persons or entities for the same record.

Bank details of NPO:

NEUFLIZE OBC PARIS: 3 avenue Foch, 75008 PARIS - FRANCE

Code Banque :	30788
Code Guichet :	00100
N° Compte :	11121240001
Clef RIB :	42
SWIFT:	NSMBFRPPXXX
IBAN	FR76 3078 8001 0011 1212 4000 142

7.9 ENTRY REFUSAL – WITHDRAWAL - DEFAULT

The pre-entries are nominative and not refundable.

To avoid any contestation, cancelations of pre-entries and refund applications can only be sent by acknowledge receipt of letter. In case of a cancelation of a pre-entry of a competitor, will be kept:

- The unrefundable amount of the pre-entry (500 €/entry)
- From the 15th of February to the 2nd of April: 50% of the entry fee.
- From the 3rd of April: the full amount of the entry fee

The full amount of the entry fee will be refunded by July 31st to competitors whose entry has been refused by the Organizing Committee.

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

7.10 CANCELLATION OR POSTPONEMENT OF THE EVENT

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



participants the amount of the entry fees (Except the 500 € pre-entry fee)

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

Therefore if competitors could not participate in the race because of this postponement, they would be offered 8 full days maximum from the date to receiving the registered letter with acknowledgment of receipt, in order to claim, by registered letter, the reimbursement of the entry fees paid to NPO (Except the 500 € pre-entry fee)

In no case could the participants claim any compensation.

8. IDENTIFICATION

- Rally Access:

Access to the Rally (Legs start and arrival, assistance zone, bivouac) are reserved to the person with an ID bracelet of the Rally Oilibya of Tunisia 2010 (competitors, assistance, press, VIP) and to the vehicles officially registered (competitors, assistance, VIP) with stickers of the Rally Oilibya of Tunisia 2010.

Any infringement will result in a exclusion.

- Bracelet:

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

You are requested to show the bracelet whenever requested by the organizer. Any default noticed by a official will result in an infringement of 250 €

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

- Vehicles:

In all categories:

- a) Cranckcase (sump for engine-gear box);
- b) Gear box couple with a spare engine;
- c) The Frame. It cannot be change or replaced during the event. It can be dismiss for revision and fixed
- d) Muffler

For the production category, spare are specified in the Technical Regulation FIM, Appendix 01.

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

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

The frame is considered as all welded parts around the motor, supporting the steering column and supporting the rear suspension. The frame and the engine cases, already marked at scrutineering at the start, or all other parts, may at any moment have additional marks added.

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

considered.

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

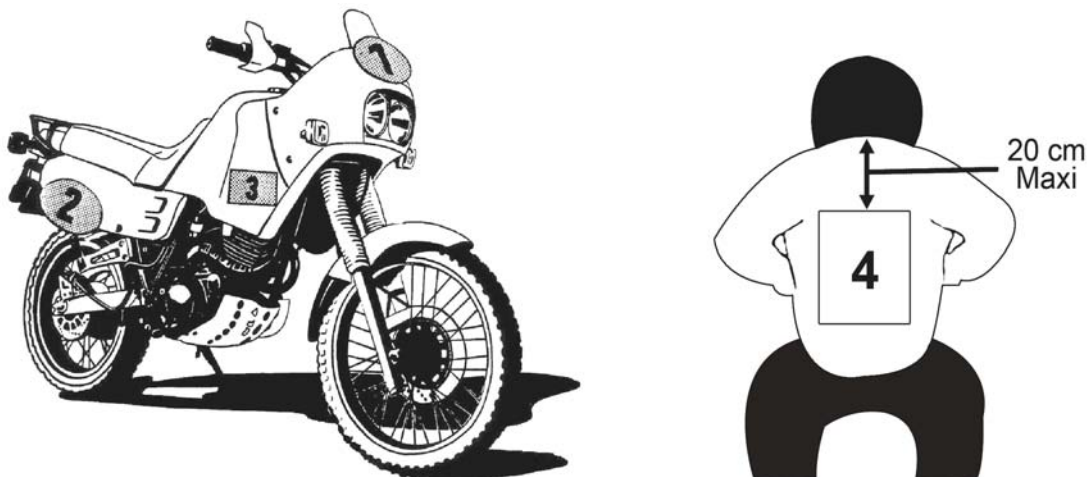
Any change of engine will have to be told to the Direction of the Race at least 1 hour before the start of the following stage (up to 15 minutes penalty).

9. ADVERTISING

It is allow to competitors to place advertising on their bike as far as they:

- a) Are allowed by the FIM regulation and the country legislations
- b) Are not against the mores
- c) Doesn't encroach the plates number

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



Compulsory Advertising:

- 1 1 front plate with race number of 25 X 25 cm
- 2 2 lateral plates with race number of 25 x 25 cm each
- 3 2 lateral publicity plates of 12 x 8 cm on each the motorcycle, on a vertical part
- 4 1 race bib (full size) as issued at scrutineering

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

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



In case the competitor refuses the compulsory publicity or incorrect positioning of it, there will be a penalty equivalent to 100% of the entry fee (Cf art.7.4).

The advertising is compulsory and will be supplied by the organization during the administrative checks. It had to be present on the vehicle until the end of the Rally. The organization will check every day those marking and in case of the lack of it, infringement can be apply to the participant (competitors, assistance).

Penalties:

A the technical scrutineering: **Start refused**

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

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

10. STARTING ORDER

10.1 STARTING ORDER OF THE FIRST STAGE AND FOLLOWING:

- 1) **The start for the first stage will be given by ascending order of race numbers,**
- 2) At the start of each stage, the first 10 riders will obligatorily start every 2 minutes. After the first 10 riders, the other participants will take the start at 30 seconds intervals in pairs.
- 3) From the 2nd stage, the scratch starting order will be the order of the special rank.
- 4) An interval of 30 minutes will be given between the start of the last motorcycle and that of the first car. **In any case a pilot can start after the first care went through.**
- 5) Riders must start at the time given on their time card. Lateness will be penalized at a rate of 1 minute for every minute late. Over 30' late, in relation to the ideal start time, the start will be refused and the rider will be excluded from the race
- 6) The rider must cross the start line with the engine running and with engine of his machine as the sole means of locomotion and with headlamps and rear lights working. If this not the case the rider will not have his time card returned and will have 30 minutes to start his machine or repair his lights then cross the line.
- 7) Start will be refused to any pilots excluded from the race
- 8) For all the stages, the starting sheet where the legs time departure and arrival is mentioned, with the penalties applied will be display the days before after the organizers announced the Briefing time and the start of the first competitors.

10.2 STARTING ORDER OF THE LAST STAGE:

For the last stages, the start will be done by the classification from the stages from the day before all categories. In case of equality, it's the race numbers order which take place.



11. ROAD BOOK AND NAVIGATION

The road book has been composed to indicate the route to follow, some GPS points and the main dangers.

Any reconnaissance of the track is forbidden, on pain of exclusion from the race.

The road book, descriptions, legends and descriptive maps of the first leg of the race will be given to the riders during the administrative checks.

Then the road book of the following legs will be daily delivered, from, CH Arrival Bivouac until 18h. The riders who will arrive late to the bivouac have to go to the competitors department Office (PC Courses).

The information given by the route opening team will be communicated to riders during the briefings and by additive.

11.1 NAVIGATION RULES

Throughout the rally each rider is responsible for the correct functioning of its GPS, downloaded with the organization's points. The GPS connected to the power source at all times (Liaison & Special). Each malfunction must be communicated to a steward or the CRO. Any evidence of manipulation may be penalized as far as the disqualification from the rally as determined by the International Jury.

1) The "GPS"* uses the system of visible, hidden (WPM) and Eclipse (WPE) GPS points.

To satisfy the navigation regulations, the WPM works according to the following principle:

2) The competitor must respect the chronological order of the GPS points of the Leg concerned.

However, the competitor can force the "GPS"* to align itself on another GPS point using the key "WPT+" or "WPT-".

3) To validate his passage, the competitor must pass less than 200 metres from a DSS, an ASS, a WPM, a WPE or a PC whatever the nature of the GPS point used.

11.2 NAVIGATION RULES – VISIBLE WAYPOINTS (WPV) & INVISIBLE WAYPOINTS (WPM).

1) When the competitor penetrates within a circle with a radius of 3 km around a WPM, the "GPS"* displays all the usual information: COG (cap over ground), SOG (speed over ground), CTW (cap to waypoint), DTW (distance to waypoint), and the arrow.

2) To validate his passage, the competitor must pass less than 200 meters from a DSS, an ASS, a WPM, a WPE or a PC, and less than 90 meters from a DZ or an FZ, whatever the nature of the GPS point used.

3) A penalty equal to that of a missing PC (minimum 1 hour) will be imposed for any absence of validation of a WPM, WPE, DZ, or FZ.



- 4) The validation of each visible or hidden waypoint indicated in the road book guarantees that the competitor respects these passage points. Each point will be numbered chronologically in the road book and in the "GPS"*.
- 5) In case of a change of itinerary, the Organizers are obliged to have the list of compulsory passage points that is downloaded in the "GPSs"* changed, or must allow the competitors to modify that list using an unblocking code
- 6) The competitor must respect the chronological order of the GPS points of the Leg concerned. However, the competitor can force the "GPS"* to align itself on another GPS point using the key "WPT+" or "WPT-".
- 7) Only the coordinates of the GPS points at the start (DSS) and finish (ASS) of the Selective Sections, and at the bivouac, refueling and service, are communicated.

11.3 Speed Control Zone

1) Entry

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

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

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

2) The control zone

The control zone will appear permanently on competitors' "GPS"* screens, meaning that they can in no way claim not to know either the entrance or exit of the zone. The speed of a competitor will be limited to 30 or 50 kph, at the

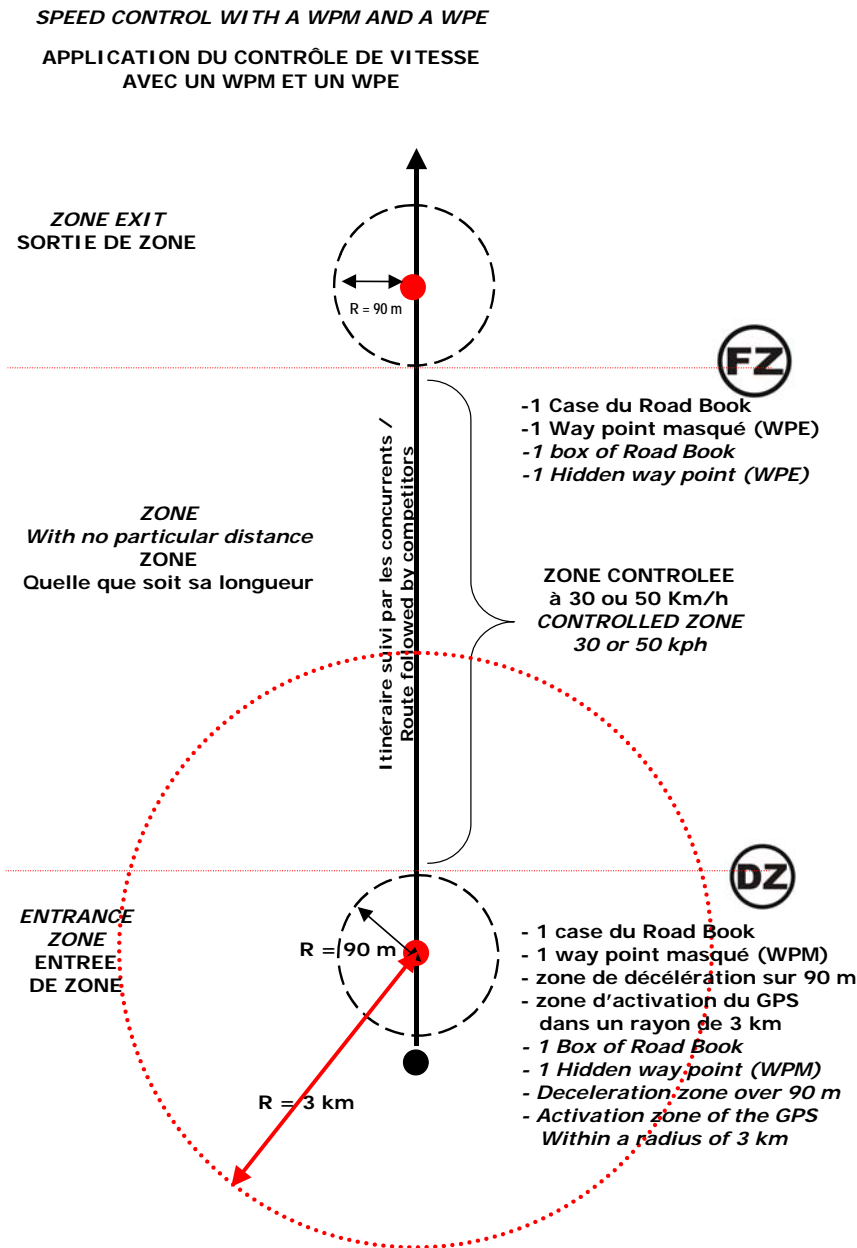
Organizers' discretion, between the point of entry and the exit point of the zone, regardless of the route taken between these two points.

3) Exit

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

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

4) The Scheme:



11.4 OFFICIAL ITINERARY

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

The official itinerary of the Rally is defined by a number of Waypoints Visible (of course given by the organization = WPV) or invisible (WPM = Waypoint Masqués) and Eclipse (WPE), that the rider must join and leave. All the GPS points will be considered as COMPULSORY passage points.

In any case the rider can force the GPS to address to another WPT, pushing the



“WPT+” or “WPT-” button.

A 1h penalty for each WP' validation missed. In a single stage more than 4 GPS missing points are not allowed. The exceeding of these limits will cause the application of the lump-sum penalty.

11.5 COMPULSORY BRIEFING FOR SECURITY SYSTEM

A compulsory briefing for the competitors, where the security system will be explain, will be held during the Administrative Verifications

Names of the competitors present at this briefing will be note by the organization..

Competitors not present for the compulsory briefing will be exclude from the Rallye.

12. CIRCULATION

12.1 Crossing Villages

- Competitors racing

The speed of competitors through towns and villages crossed on the route, on both Selective Sections and road sections, is limited to 30 kph or 50 kph, depending on the Leg. The speed control zone will be present on the road book.

- Assistance Vehicles

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

Overtaking is forbidden. Organization will check it.

For other circulation rules, refer to the FIM Annexes.

13. ASSURANCE

13.1 Civil Liability

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

Guarantees are acquired for Tunisia

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

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



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

- 500.000 € for equipment
- 6.100.000 € for bodily injury

This guarantee takes effect the moment vehicles have entered scrutineering. The guarantee finishes, at latest, on 7/05/2010 at 24h00.

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

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

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

A competitor and/or driver(s) enter **the Rally Oilibya of Tunisia 2010** in full knowledge of the risks involved in such a event. They release in advance the organizers and officials of all criminal or civil liability in the event of corporeal or material damage during **the Rally Oilibya of Tunisia 2010**.

The participant alone is responsible for the validity of the various documents required to participate in France and Tunisia on **the Rally Oilibya of Tunisia 2010**, in particular validities of the driving license, of the vehicle ownership documents and of the insurance.

13.2 Medical repatriation – medical expenses

Organization subscribe to a medical repatriation assurance:

MUTUAIDE ASSISTANCE

8-14 avenue des Frères Lumière - 94366 BRY-SUR-MARNE Cedex

Contrat n° PR/07/3190

Tél +33 1 48 82 62 30 / Fax +33 1 45 16 63 92 - e-mail:
assistance@mutuaide.fr



Beneficiaries:

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

In case of bodily injury, the medical team of the rally will put in process and organize 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 vigor.

Le contract guarantees:

- Transport from the site of the accident to the medical facility best suited to the victim's injuries by the Organizer's aerial and/or land based support (bivouac, medical dispensary, hospital).

- The evacuation of serious cases by special ambulance aircraft to a European hospital.

- Transport from the airport to hospital by ambulance on arrival as well as the search for the necessary hospital services is undertaken and covered.

- Medical cost (out of home country): guaranteed up to 50,000 €.

- When medical expenses change in accordance with the medical crew, the Organization will cover the medical fees, medicine expense prescribe by a doctor or a surgeon, hospitalization decides by a medical crew of which the amount will be précised in the final contract.

Medical expenses (and hospitalization) engaged after the repatriation in Europe are the responsibility of the beneficiary. A document with the covers and non-covers service will be given during the administrative checks.

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

13.3 Individual Accident Insurance

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



14. ADMINISTRATIVE CHECKS

The fact to present a vehicle at the technical checks is considered as a declaration of conformity.

Technical and administrative checks will be in Tunis Saturday 1st of May 2010.

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

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

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

The penalty for exceeding the maximum time offered will be the same as non-compliance with the time shown on the invitation.

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

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

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

During the administrative checks a compulsory training session will be organized on the operation of the Security System.

14.1 Each competitors

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

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

EACH RIDER must present at the administrative checks the following **original, valid documents**:

- A 2010 Cross-Country Rallies World Championship **FIM license**.

- A motorcycle **driving license** corresponding to the cubic capacity of the machine presented.
- A **valid passport**.
- **For all competitors: authorization to race abroad** issued by their national federation (ex: FFM for France). This authorization is not necessary for Tunisian competitors.
-

14.2 Each vehicles

EACH MACHINE must be presented at scrutineering and administration with the following **original** documents:



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

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

15. FINAL CHECKS

At the finish on 7th May 2010 machines will be placed in a Parc Fermé where each will be checked to see that it is the same as was presented at the scrutineering at the start.

16. CLASSEMENTS

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

The official results of each stage will be published the next day at 7.00 PM at the Race Control truck. It will be definitive after appeals time past when the first competitors start the next stage.

At the end of the Rally, the official classification will become definitive 30' after the first publication.

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

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

16.1 LIST OF PRIZES

The prize giving ceremony will be held in Douz, Saturday May 7th. Pilots who will not be present during the ceremony will lose their trophy but they will not be penalized in the final classification.

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

Trophy and Cup for the categories.

General Classification

- | | |
|--|----------------|
| 1 st Bike : | 1 cup |
| 2 nd ET 3 rd Bikes : | 1 cup for each |

Category Production 450

- | | |
|---------------------|---------------------------|
| 1 st 450 | 1 cup + 500€ voucher NPO* |
|---------------------|---------------------------|



2nd ET 3rd Bikes : 1 trophy for each

Category Production Open (+ de 450)

1st Bike 1 cup + 500€ voucher NPO*

2nd ET 3rd Bikes : 1 trophy for each

Category SuperProduction 450

1st 450 1 cup + 500€ voucher NPO*

2nd ET 3rd Bikes : 1 trophy for each

Category SuperProduction Open (+ de 450)

1st Bike 1 cup + 500€ voucher NPO*

2nd ET 3rd Bikes : 1 trophy for each

Category ATV

1st ATV 1 cup + 500€ voucher NPO*

2nd ET 3rd ATV : 1 trophy for each

Catégorie Féminine

1st Female 1 cup

2nd ET 3rd Female : 1 trophy for each

Challenge 1er Veteran (+ de 45 ans)

1st Veteran 1 cup

2nd ET 3rd Veteran: 1 trophy for each

Challenge 1er Super Veteran (+ de 55 ans)

1^{er} SUPER VETERAN 1 cup

Challenge Tunisian

1^{er} TUNISIEN 1 cup

2^{ème} ET 3^{ème} TUNISIENS 1 trophy for each

1st Participation MOTO/ATV Rally :

1^{er} SCRATCH 1 trophy

** Available NPO's events up to 30th June 2011*

17. SECURITY AND MEDICAL EQUIPMENT

17.1 ALARM VEHICLES TO VEHICLES (TYPE "System Sentinel")

1) To secure overtaking between competitors, the Alarm system Vehicles to Vehicles (to signal a competitor that he will be overtaken) is compulsory in each category.

The system for the Rally Oilibya of Tunisia 2010 is the system SENTINEL from ERTF. All competitors must have this system to pass the technical checks.



Order to:

ERTF : Département Rallye Tout-Terrain

Tel: +33 (0)2 97 87 25 85 / Fax: +33 (0)2 97 37 59 21 / competition@ertf.com

2) This system must be ON during the each stage.

It's the competitor's responsibility to plug it.

Any report of a non-functioning SENTINEL will result in a penalty of 1 hour by report.

Any competitors having several sonorous warning and who not let the competitors behind overtake can be penalized.

The officials can apply other penalties (time or fees) to the first pilots of the team of the pilots be at fault. In case of contestations, the system will be unloaded.

17.2 SATELLITE SYSTEM (TYPE «Iritrack»)

Competitors must have imperatively the system IRITRACK. The system for the Rally Oilibya of Tunisia 2010 is the system IRITRACK from TD COM. Competitors must have this system to pass the technical checks.

Order to:

TD COM :

Contact : Pia SONDERGAARD

MAIL : pia@tdcom.fr – TEL. +33 (0)1 45 10 37 54 - FAX +33 (0)1 43 86 19 17

17.3 ASSISTANCE IN CASE OF ACCIDENT

Remember that ethics is to stop when an accident is notice by competitors. Then make sure that the intervention is appropriate between the time he arrived and the arrival of the rescue team.

For your information the intervention time is really short

Any competitors witnesses of an accident from an other competitors must :

- **Stop,**
- **Pouch the green button on his "iritrack system" (TD COM)**
- **Call the PC center (Blue Button) to make a point on the situation**
- **Wait until the arrival of the rescue team or an other competitors**
- **Pouch the green button again of his IRITRACK to signal that he left the situation.**

The time between the 2 alert IRITRACK TD COM (Green button) will be count the same day from the Legs time. Only for the first competitors who stop for the accident, and on his demand at the end of the stage.



17.4 MEDICAL EQUIPMENT

Each rider must have a first aid kit containing:

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

17.5 SURVIVAL EQUIPMENT

Each rider must carry:

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

Recommended: Satellite phone and flare distress

17.6 DORSAL PROTECTION

A chest-protection and additional back protection are compulsory

A cervical collar for protection is recommended.

18. RETIRING – EXCLUSION FROM THE EVENT

18.1 DEPOSIT – OBLIGATIONS OF THE COMPETITORS

If you retire **it is imperative that you inform the organizers by all means**



necessary and as quickly as possible.

Telephone NPO's office in **Aubagne : 00 33 (0)4 42 84 08 41**

Or Race Control : **Coming soon**

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

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

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

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

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

In the case of retirement or exclusion from the event:

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

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

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

WITHDRAWAL AND RESULT

In case of mechanical problems or falls, who prevent the competitors to finish the stage, the pilots will be allowed to strat the stage the next day but will be excluded from the overall classification. He will be allowed to start the following stage after ALL the competitors still in race for the FIM overall classification.

19. SECURITY PLAN

19.1 AERIAL

2 medical choppers, with a medical crew will insure security during the whole event.



19.2 GROUND

Medical vehicle will insure the security during the whole event.

1 Medical chief will be placed at the PC Course to drive the medical crew in case of urgency.

19.3 MEDICAL CREW COMPOSITION

The medical crew will be composed with one medical chief, and 10 emergency medicals, 1 physiotherapist and 2 nurses.

20. TV & PHOTOS RIGHTS

All competitors recognize that the RALLYE OILIBYA TUNISIE 2010 organized by NPO is a promotional operation whose reputation they can benefit from.

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

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

In order to permit the widest possible dissemination and promotion of the RALLYE OILIBYA TUNISIE 2010 any and all persons taking part in the Rally of TUNISIE for any reason (hereinafter collectively referred to as the Competitors) acknowledge and agree that their participation in the competition grants to the 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 Rally of TUNISIE as well as the trade name(s), trade mark(s), brand(s) of their vehicle parts manufacturers, constructors and sponsors, in any and all forms, on any media (whether now existing or hereafter developed) and in any format, for all kinds of world-wide use, including advertising and/or commercial use without any restrictions whatsoever except for those mentioned hereinafter, and for the entire duration of the protection currently granted for such use by legal or statutory provisions, judicial and/or arbitral decisions of all countries, as well as international conventions (present and future), including eventual extensions that could be made to this duration.

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

However, when the organizer authorizes a third party to use pictures of the competition for advertising or promotional purposes, the third party will not be



allowed to use the name, voice, likeness, voice, biography, history or sports performance of a Competitor or the trade name, trade mark of his sponsor, vehicle parts manufacturer or constructor, with a view to a direct or indirect association between the Competitor, the trade name, the trade mark of his sponsor or vehicle parts manufacturer, and the product, service, trade name or trade mark of the said third party without the express consent of the Competitor, sponsor or vehicle parts manufacturer.

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

Competitors and accompanying persons may not be allowed to film pictures of the Rally of TUNISIE, whatever the means used and the purpose for which they are intend to film, without the prior written consent of the organiser. In this connection, written requests must be sent at the latest by the April 9th, 2010 preceding the start of the competition, to the following address:

NPO, Service Presse

presse@npo.fr

276 Avenue du Douard – ZI Les Paluds – 13 400 AUBAGNE **France**