



RALLYE OILIBYA DE TUNISIE 2010

1ER AU 7 MAI

WORLD CUP CROSS-COUNTRY
RALLIES FIA 2010

REGULATION
CARS, TRUCKS
AND ASSISTANCE VEHICLES

2010 FIA General Prescriptions applicable to the events counting towards the world cup for cross-country rallies :

<http://www.fia.com/en-GB/sport/regulations/Pages/FIACross-CountryRallies.aspx>

abréviation :

RP = Règlement Particulier

PG = Prescriptions Générales Rallyes Tout-terrain 2010 de la FIA

CSI = Code Sportif International FIA

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INTRODUCTION

The Event will be run in compliance with the International Sporting Code (and appendices), the General Prescriptions applicable to all FIA Cross-Country and Baja Cup rallies, the national sporting regulations which comply with the FIA regulations and these Supplementary Regulations.

Modifications, amendments and/or changes to these Supplementary Regulations will be announced only by numbered and dated bulletins (issued by the organiser and approved by the FIA up to the time of the first stewards' meeting and thereafter by the stewards).

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

PROGRAM OF THE EVENT

OPENING DATE FOR ENTRIES (REDUCED FEES): FRIDAY NOVEMBER 20 2009

OPENING DATE FOR ENTRIES (FULL FEES): FRIDAY FEBRUARY 15 2010

PRE-EVENT PRESS CONFERENCE: TUNIS - DATE & TIME : TUESDAY APRIL 13 2010

OPENING OF MEDIA CENTRE AND MEDIA ACCREDITATION: TUNIS - SATURDAY MAY 1ST

ADMINISTRATIVE CHECKS, COLLECTION OF MATERIAL AND DOCUMENTS:
TUNIS - SATURDAY MAY 1ST FROM 8H TO 16H

SCRUTINEERING – SEALING AND MARKING: TUNIS - SATURDAY MAY 1ST 8H TO 16H

FIRST STEWARDS' MEETING: TUNIS - SATURDAY MAY 1ST 19H00

COMPETITORS' BRIEFINGS: TUNIS - SATURDAY MAY 1ST 20H00

PUBLICATION OF START LIST FOR LEG 1: TUNIS - SATURDAY MAY 1ST 21H00

DISTRIBUTION ISSUE OF ROAD BOOKS FOR LEG 1:
TUNIS - SATURDAY MAY 1ST AFTER ADMINISTRATIVE CHECK

START STAGE – LEG 1: LIEU : TUNIS - DATE & TIME : SUNDAY MAY 2ND

LEGS' TIMING AND COMPETITORS' BRIEFINGS:

DAY	DATE	SCHEDULE	TIMING	LOCATION
SATURDAY	MAY 1ST	ADMINISTRATIVE AND TECHNICAL CHECKS	8:00-16:00	TUNIS
		DISTRIBUTION ISSUE OF ROAD BOOK LEG 1	17 :00	TUNIS
		COMPETITORS BRIEFING LEG 1	20:00	TUNIS
		LISTING FOR STARTING ORDER LEG 1	21:00	TUNIS

THE COMPLET PLANNING WILL BE ANNOUNCE TO THE COMPETITORS AND OFFICIALS SUBSEQUENTLY BY
« ADDITIF »

OFFICIAL FINISH: PLACE: DOUZ - FRIDAY MAY 7 2010

FINAL SCRUTINEERING : PLACE: DOUZ - FRIDAY MAY 7 2010

PUBLICATION PROVISIONAL CLASSIFICATION: DOUZ - FRIDAY MAY 7 2010

PUBLICATION OFFICIAL CLASSIFICATION: DOUZ - FRIDAY MAY 7 2010

PRIZES GIVING CEREMONY: DOUZ - FRIDAY MAY 7 2010, 22H00

OFFICIAL POSTINGS: DAILY AT THE BIVOUACS, PC COURSE.

1. DESCRIPTION

1.1 PLACE & DATE OF THE EVENT: RALLYE OILIBYA DE TUNISIE DU 1ST MAY TO 7 MAY 2010

1.2 FIA TITLES FOR WHICH THE EVENT COUNTS:

2009 FIA WORLD CUP FOR CROSS-COUNTRY RALLIES:
PILOTS T1 / CO- PILOTS T1 / PILOTS T2 / CO- PILOTS T2

1.3 VISA- FIA AND ASN

VISA ASN N° : D/3831/2010

VISA FIA N° : 2CMRTT/300310

1.4 LOCATION OF THE RALLY HQ: TRUCK HQ WILL BE EVERY EVENING TO THE BIVOUAC

1.5 LOCATION OF THE START AND FINISH: START : TUNIS - FINISH : DOUZ, TUNISIA

1.6 LOCATION PARC FERMÉ AFTER THE FINISH: DOUZ, TUNISIA

1.7 LOCATION SERVICE PARK(S): BIVOUACS

1.8 LOCATION OF THE MAIN MEDIA ROOMS: THE RALLY HQ, BIVOUACS

1.9 LOCATION(S) OF THE OFFICIAL NOTICE BOARD(S) : THE RALLY HQ, BIVOUACS

2. ORGANIZATION

2.1 ORGANIZATION

The National Automobile Club de Tunisie (**NACT**), chaired by Mister Karim AZOUZ, is organizing, with NPO, the 28th Tunisia Cross Country Rally, which takes place from May 1st to May 7th 2010, under the aegis of the FIA.

The NACT is an official member of the Fédération Maghrébine de l'Automobile chaired by Mister Chadly ZOUITEN (NACT Vice-President, President of the sport commission, members of the Cross-Country Rallies FIA Commission).

NACT

29 AVENUE HABIB BOURGUIBA - 1000 TUNIS. T (216) 71 241 176 - F. (216) 71 349 837.

2.2 COMPETITORS SERVICE

NPO

276 AVENUE DU DOUARD - ZI LES PALUDS - 13 400 AUBAGNE

TÉL: +33 (0)4 42 84 08 41 - FAX : +33 (0)4 42 62 97 96

E-MAIL: RALLYE@NPO.FR / WEB : WWW.NPO.FR

2.3 ORGANISING COMMITTEE

PRESIDENT OF THE NACT: KARIM AZOUZ

PRESIDENT OF SPORT COMMISSION OF THE NACT: CHADLY ZOUITEN

RACE DIRECTOR: STÉPHANE CLAIR

2.4 MEMBERS OF PANEL

PRESIDENT FIA'S PANEL : ERKKI VUOPALA

MEMBERS FIA'S PANEL : ELIE SEMAAN

SECRETARY OF MEETING : MARILYN URTUBIA OSSANDON

2.5 OBSERVER AND DELEGATES

FIA OBSERVER : JANOLOF SANDSTRÖM

FIA OPENING CAR :

FIA TECHNICAL DELEGATE: LIONEL CARRE

2.6 OFFICIALS

CLERK OF THE COURSE : MARC ROY

ASSISTANT CLERK OF THE COURSE :

TECHNICALS STEWARDS : JEAN-CLAUDE AYRAL

CHIEF MEDICAL OFFICER : VALÉRIE LANGLOIS

2.7 MAIN OFFICIALS

CREWS' RELATIONS OFFICER: JEAN MARC PELLETIER

SECURITY OFFICER: STÉPHANE CLAIR

3. ENTRIES

3.1 OPENING & CLOSING DATES FOR ENTRIES

OPENING DATE FOR ENTRIES (REDUCED FEES) : FRIDAY 20TH NOVEMBER 2009

OPENING DATE FOR ENTRIES (FULL FEES): FRIDAY 15TH FEBRUARY 2010

CLOSING DATE FOR ENTRIES: FRIDAY 9TH APRIL 2010

3.2 ENTRY PROCEDURE

Applications have to do with officials forms: www.npo.fr .

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

- The full name, nationality, address, license n° (entrant and/or driver) and driving license 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 Organizers' ASN must comply with Article 70 of the Code.

The organization community reserves the right to deny access to any competitors without giving any reasons.

3.3 NUMBER OF ENTRIES ACCEPTED AND CLASSES

200 competitors at the most.

Events are open to vehicles of a maximum gross weight of up to 3500 kg for Groups T1 and T2, and greater than 3500 kg for Group T4, in due possession of a registration certificate.

"Score" vehicles admission in T1 according to the article 9.4 of the FIA Cross-Country Rally General Prescriptions. A vehicle conform to the "Score" regulation can be

accepted in T1 Group, on condition that the competitor bring over the proof that his vehicle is recognized by the organization "score international". The vehicle must bear a safety inspection seal according to article GT2 of the regulations governed by this organization.

In addition, the eligibility of the vehicle shall be subject to the final approval of the FIA Cross-Country Technical Working Group.

The vehicles shall be split up into the following categories:

GROUP T1: MODIFIED CROSS-COUNTRY VEHICLES AND SCORE

CLASS T1.1: 4 X 4 PETROL

CLASS T1.2: 4 X 4 DIESEL

CLASS T1.3: 4 X 2 PETROL

CLASS T1.4: 4 X 2 DIESEL

CLASS T1.5: LIGHTWEIGHT VEHICLE

GROUP T2: SERIES PRODUCTION CROSS-COUNTRY VEHICLES.

Vehicles homologated in the Cross-Country Group (vehicles must comply with the specific conditions for Group T2 vehicles – Appendix 2).

CLASS T2.1: PETROL

CLASS T2.2: DIESEL

GROUP T4: SERIES CROSS-COUNTRY TRUCKS WEIGHING MORE THAN 3500 KG

CLASS T4.1: WITH A NOMINAL CYLINDER CAPACITY OF 10,000 CC OR OVER

CLASS T4.2: WITH A NOMINAL CYLINDER CAPACITY OF LESS THAN 10,000 CC

There will be a separate classification for T4 trucks.

Series production vehicles which are no longer homologated in Group T2 may be authorized to take part in Group T1 with a T2 safety and preparation level.

Vehicles must fully respect Article 284 (Group T2).

3.4 Entry procedure:

The registration are available at the NPO competitors department reachable by E-Mail: concurrents@npo.fr or by phone: +33 (0)4 42 84 08 41 or fax : +33(0)4 42 62 97 96. It is also available on the Rally Oilibya of Tunisia Website: www.npo.fr.

To be taken into consideration, your request for entry must be signed and worded read and approved and accompanied by the minimum pre-entry fee of 500 € by check or with the hard copy of the SWIFT Bank transfer. Competitors not having paid the full entry fee and provided a deposit check will not be authorized to take the start.

The fact to sign the engagement form, the pilot submit at the sport jurisdictions recognized by the International Sport Regulation as wheel as the particular regulations

TUNISIE 01 MAI - 7 MAI 2010

Réduction de 150 € pour une première participation au Rallye Tunisie
Clôture Engagements = 9 Avril 2010

BUDGET COURSE				
FORFAIT PREFERENTIEL / Réservé aux amateurs				
MOTO / QUAD + 1Pilote	SSV	AUTO + 2 Personnes	CAMION + 3 Personnes	CONDITIONS / ECHEANCES
5 300 €	8 500 €	10 900 €	13 200 €	Payer 50% du total avant 15.02.10 Payer totalité avant 02.04.10 Après 02.04.10 tarif standard
FORFAIT STANDARD				
MOTO / QUAD	SSV	AUTO + 2 Personnes	CAMION + 3 Personnes	CONDITIONS / ECHEANCES
6 700 €	10 700 €	13 700 €	16 500 €	Payer totalité avant 22.03.10 Après 22.03.10 majoration 25%

BUDGET ASSISTANCE				
FORFAIT PREFERENTIEL / Réservé aux amateurs				
inf 3,5 T	Sup 3,5 T	Bracelet / pax	CONDITIONS / ECHEANCES	
1 000 €	2 200 €	2 400 €	Payer 50% du total avant 15.02.10 Payer totalité avant 02.04.10 Après 02.04.10 tarif standard	
FORFAIT STANDARD				
inf 3,5 T	Sup 3,5 T	Bracelet / pax	CONDITIONS / ECHEANCES	
1 300 €	2 800 €	3 000 €	Payer totalité avant 02.04.10 Après 02.04.10 majoration 25%	

3.5 PAYMENT DETAILS

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

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

Full payment both for the racing competitors and the assistance crews shall imperatively reach NPO by **April 9th** at 24 hours at the latest, exclusively by bank check, transfer or credit card so as to be able to participate in the Tunisia Cross Country Rally.

The full address is as follows: N.P.O. – 276 Avenue du Douard – ZI Les Paluds – 13 400 Aubagne France

Invoicing:

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

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

Bank Coordinates

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

Code Banque :	30788
Code Guichet :	00100
N° Compte :	11121240001
Clef RIB :	4 2
SWIFT:	NSMBFRPPXXX
IBAN	FR76 3078 8001 0011 1212 4000 142

3.6 Reimbursements

Refusal of Entry - Forfeit

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

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

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

- Non-refundable dossier expenses 500 €/pers).
- From 15/02 to 02/04 2010: 50% of the total entry fee, on the basis of the standard tariff
- After 02/04/2010: 100% of the total entry fee on the basis of the standard tariff.

The full amount of the entry fee will be refunded by July 31 2010 to competitors whose entry will have been refused by the Organizing Committee.

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

Closure of entries: April 9th 2010.

THE TARIFFS INCLUDE:

- *sporting rights for competitors,*
- *health repatriation insurance for Europe and the organiser'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,*
(preferential rates will be communicated by NPO after)
- *Sport compulsory licence for competitors,*
- *fuel,*
- *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).*

4. INSURANCE

4.1 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 /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 involved.

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 of Tunisia Oilibya 2010, in particular validities of the driving license, of the vehicle ownership documents and of the insurance.

4.2 MEDICAL REPATRIATION – MEDIACL 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.

The 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.

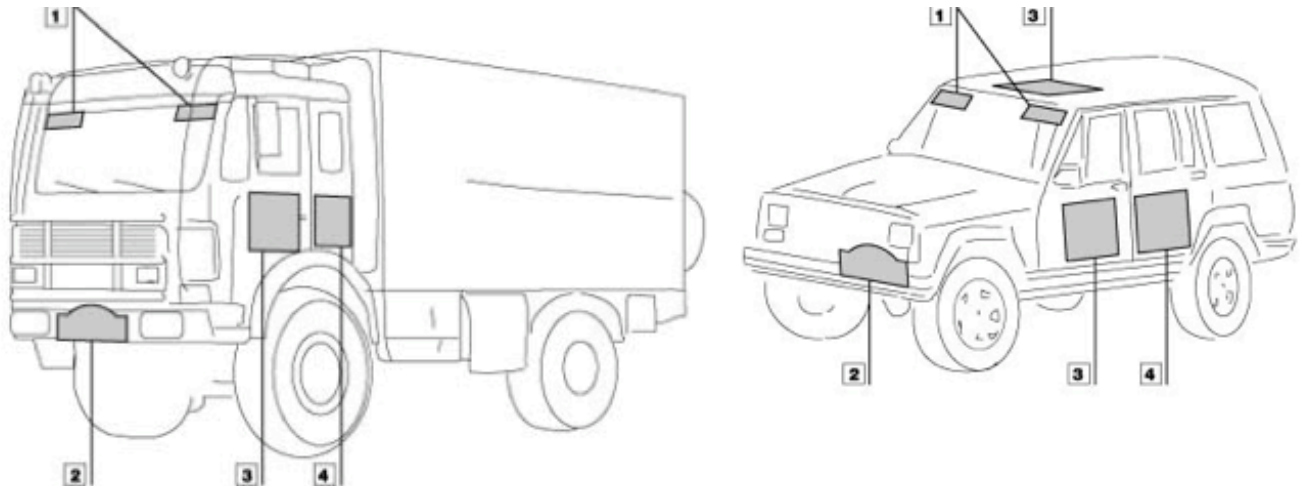
4.3 Individual Accident Insurance

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.

5. ADVERTISING

See Article 16 FIA 2010 Cross-Country General Prescriptions

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



- 1** A 25cm long strip at each side of the windscreen, compulsory height 10cm.
- 2** 1 rally plates 43 x 21,50cm: compulsory at the front and rear of the vehicle
- 3** 3 compulsory 50 x 47cm number plates
- 4** 2 panels for the organizer's advertisements: 50x52cm may be re-purchased

6. IDENTIFICATION

See Article 15 FIA 2010 Cross-Country General Prescriptions

7. TYRES

See Article 10 FIA 2010 Cross-Country General Prescriptions

8. FUEL – FUEL MIXTURE

8.1 The use of aviation fuel (AVGAS) is authorized for petrol-engine vehicles. The fuel shall conform to the FIA 2010 Cross-Country General Prescriptions and to the appendix J of the FIA.

8.2 Machines must carry a minimum of fuel so as to be capable of covering 400 km of special stage. Each competitor is responsible for calculating his own fuel range and in no case may make any claim against the organizers if his machine fails to cover the minimum distance of 400 km, whatever the nature of the terrain. For safety reasons an extra fuel capacity of 10% is compulsory: 440 km.

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

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

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

8.5 For safety reasons, it is a crew's responsibility, during refueling 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 refueling is the crew's alone. Engines must be stopped during all refueling.

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

8.7 Refueling between competitors is authorized.

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

9. ADMINISTRATIVE CHECKS

9.1 LOCATION: TUNIS

9.2 DATE & TIMINGS: DATE: SATURDAY 1ST MAY 2010 TIME: 7H00 À 17H00

9.3 ORIGINAL AND VALID DOCUMENTS

PILOT, CO-PILOT :

- . International FIA driver's license for 2010
- . An authorization to race abroad, delivered by their ASN.
- . National driver's license corresponding to the category of the vehicle entered

VEHICLE:

- . Car license or valid registration certificate
- . Authorization by the owner to use the vehicle, if the car license does not bear the name of one of the members of the crew.
- . Green card certifying that the insurance is valid in the countries crossed
- . FIA technical passport.
- . FIA original homologation form for T2 and T4 and for all roll cages of the concerned vehicles.

9.4 DURING CHECKS, FOLLOWING ELEMENTS WILL BE PROVIDE TO COMPETITORS:

Sponsors and rally plates

Number plates

Stickers

ID Bracelet (have to be wear the all race). See Article 9.5 of the regulation

Supplementary Regulations

Official Bulletin (signed)

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

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

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

A participant who received assistance by someone not identified by a bracelet will be penalized by 10% of the engagement fees and the infringement can go as far as an exclusion from the Race.

10. SCRUTINEERING, SEALING AND MARKING

IMPORTANT: The fact of presenting a vehicle for scrutineering is considered as an implicit statement of conformity.

10.1 LOCATION: TUNIS

CONVOCAZIONE ON WEBSITE AND GIVE AT THE ADMINISTRATIVE CHECKS

10.2 DATE & SCHEDULE: SATURDAY 1ST MAY 8H À 18H

10.2.1 Crew and Vehicles arriving more than 15 minutes late will be penalized: 150 € for every 15 minutes lateness.

10.2.2 Only those crews who have passed the administrative checks may present themselves with their vehicle at scrutineering.

10.2.3 Competitors have to respect these following points for the scrutineering :

1. Rally, stickers and numbers plates have to be stick on the vehicle
2. The competitor must provide holes with a minimum diameter of 1.5 mm allowing the passage of the sealing wires, to prevent. (See appendix 3 for details)
3. Official documents homologate by FIA (validated) for T2 & T4.
4. FIA approved Helmets with HANS System and under-garments, gloves and shoes. (FIA APPENDIX L CHAPTER 3).
5. FIA technical passport and FIA technical document filed.
6. Supports, cables fuses and antennas are ready into the vehicles (GPS, SENTINEL & IRITRACK).

7. Compulsory Survival & Safety Equipment

For safety reasons, competitors must carry in their vehicle the following items:

- . A reserve of 5 liters of water per person,
- . A 10 meters town rope,
- . A torch,
- . A distress mirror,
- . A compass,
- . A lighter,
- . An aluminum survival blanket (approx. 2m x 1m) for use as heat insulation and to attract searching airplanes (1 per person),
- . A flash torch,
- . 3 red hand held smoke flares,
- . A belt cutter easily accessible for the pilot and the co-pilot when seated with their harnesses fastened
- . The administrative checks 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.

11. START OF EVENT

11.1 PUBLICATION TIME OF START LIST AND START TIMES

TUNIS - SATURDAY 1ST MAY À 21H00

11.2 OFFICIAL START: TUNIS – SUNDAY 2ND MAY 2010

11.3 START AREA / PARC FERMÉ

11.4 BRIEFINGS

The first briefing is compulsory for all the competitors and their assistances, 1st May 20h00. NPO recommend being present at the daily briefings during the race.

- 1) 1ST GENERAL AND COMPULSORY BRIEFING FOR COMPETITORS AND ASSISTANCES 20h.**
- 2) Daily Briefings:** 20h at the Bivouacs.

11.5. RACE NUMBER AND STARTING ORDER

11.5.1 Cf Article 18 – 19 -20 Cross-Country General Prescriptions

11.5.2 The starts of the 1st Stage shall be given with an interval of 2 minutes between the first 10 drivers, in ascending order of the race numbers. After the first 10 riders, the other participants will take the start at 1-minute interval.

11.5.3 For safety reasons, trucks (T4) will start the stage in overall classification order. For the 1st stage a 10mn interval will be made between the last T2 and the first T4.

11.5.4 If the Event is coupled with a national event, the start of the national event must be given at least 10 minutes after the last car in the international Cross-Country Rally has started.

12. RUNNING OF THE RALLY

12.1 STARTING SYSTEM FOR SELECTIVE SECTIONS

Cf Article 38.3 FIA 2010 Cross-Country General Prescriptions.

12.2 EARLY CHECK-IN AT END OF LEG

Cf Article 36.10 FIA 2010 Cross-Country General Prescriptions.

12.3 ISSUE AND COLLECTION OF TIME CARDS

Cf Article 34 FIA 2010 Cross-Country General Prescriptions.

12.4 RADIO TRANSMISSIONS

A/ All HF-VHF-CB transmitters and / or receivers and all other means of communication are forbidden throughout the entire rally itinerary. Only Walkie Talkies operating on one single frequency used within the confines of the bivouac and supplied by the rally's official radio supplier are admissible.

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

12.5 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 temporarily in vehicles as required by the organizers. All refusals will result in the start being refused.

Once a vehicle has been equipped with an onboard camera the minimum authorized weight becomes: the reference weight + 7 kg.

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

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

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

This equipment must be mounted according to the instructions supplied.

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

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

B/ GPS compass heading repeater (optional)

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

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

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

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

Indicator of the compass heading of the vehicle, based on the earth's magnetic field. This equipment may include an internal electronic compensation system. The readout may be analogy or digital.

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

This equipment may be fitted twice.

E/ General

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

- The use of GPS points other than those supplied by the organizers.
Each piece of equipment may perform only one function (compass, odometer etc.).
Only the linking of the GPS and the GPS compass-heading (single example) repeater is authorized.
- **The carrying or possession of any system not explicitly described in these regulations**, and notably all computer systems, electronic navigation aides, computerized map positioning systems, computerized maps scanners or storage devices.
- All linking of communication of whatever kind (cable, radio, infra-red etc) of different pieces of equipment. External communications also.
- The possession or use of forbidden systems
- The presence on board a vehicle of all non-justifiable wiring (electricity supplies, aerials, pick-ups etc).
- The presence of all other aerials other than those that serve authorized equipment.

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

a) The correct functioning of compulsory equipment,

b) The absence or use of forbidden systems.

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

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

13. BIVOUACS, ASSISTANCE AREA

13.1 The bivouac zone will be determined by an imaginary circle of approximately 500 m, the centre of which will be the Rally HQ set up by the Organizer and in which the following must be installed: - An official notice board.

In the bivouac, it's prohibited to drive at dangerous speeds. The penalty may go as far as exclusion.

13.2 ASSISTANCE - GENERALITIES

Each competitor is responsible for his assistance and vice versa.

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

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

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

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

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

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 to the same rules as competitors vehicles in relation to the Tunisian Highway Code.
5. Wear harnesses and/or safety belt. This is compulsory throughout the event
 - 1st infringement: 1,000 €/person
 - 2nd infringement: Penalty at the discretion of the Stewards of the Jury and may go up to the exclusion.

13.3 AUTHORIZED ASSISTANCE

1. During a special stage:

During a selective sector assistance is authorized:

- Only by another car, motorcycle, or truck entered and still in the event.
- By an assistance category vehicle, after the closure of the control of the check point following the stop of the vehicle. The assistance team or team manager must, first of all and imperatively get in contact with the Race Direction to obtain confirmation of the closing of various controls schedules and inform him of his mission.

2. During road section or transfer in Tunisia

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

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

4. At the bivouac after the start of a selective section.

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

5. Any race vehicles which withdrawal, can be considerate as assistance as far as they informed the Race Direction stating the vehicle they assist.

13.4 Unauthorized Assistance

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

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

Throughout the duration of the event, the inclusion of a third party (any non-accredited person) aboard a vehicle managed by the organization (assistance, press, raid...) is strictly forbidden, except in a case of force major (e.g. transport of an injured person).

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

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

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

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

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

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

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

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

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

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

9. The presence any of persons or means of locomotion not managed by the organization (car, motorbike, truck, aircraft, helicopter etc) travelling along the rally

route during the rally or preceding it the same day or several days in advance, would immediately cause the exclusion of all participants in any way linked to any one of those means.

10. When assistance vehicles follow their own itinerary they may not intervene during the special stage of that day or the assisted competitor shall be excluded.

On the other hand they may intervene on a road section but only on the parts of the itinerary they share with the competitors.

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

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

Any infringement will cause penalties as far as the exclusion of the vehicle concerned.

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

13.5 Assistance Zones

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

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

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

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

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

13.6 REFUELING

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

- Refueling is authorized only in the bivouac or at local petrol stations on the road sections with local fuel and in refueling parks. In a Leg, competitors still in the competition are allowed to refuel one another.

- At least one person from the team must be assigned to the extinguisher.

- It is recommended that mechanics wear 8856-2000 FIA homologated clothing.

- If electric refueling equipment is used it must be spark-proof and the electrical connection to earth is compulsory for the vehicle and the refueling system.

- Engines must be stopped during the whole refueling operation.

- The crew must remain outside the vehicle during refueling

14. PROTESTS- APPEALS

14.1 PROTESTS RIGHTS

See Article 43 FIA 2010 Cross-Country General Prescriptions.

14.2. APPEALS RIGHTS

See Article 43 FIA 2010 Cross-Country General Prescriptions.

15. SUMMARY OF PENALTIES

RÉCAPITULATIF DES PÉNALITÉS / SUMMARY OF PENALTIES	ART. N°	DÉPART REFUSÉ / START REFUSED	PÉNALITÉ EN TEMPS / TIME PENALTY	AMENDE / FINE	PÉNALITÉ DES COMMISSAIRES / STEWARD'S PENALTY	EXCLUSION
INFRACTION (ZONE CONTRÔLE DE VITESSE) / <i>INFRINGEMENT (SPEED CONTROL ZONE)</i>	3.16					Jusqu'à X / <i>AS FAR AS X</i>
NON RESPECT DE L'ITINÉRAIRE OFFICIEL / <i>NON COMPLIANCE WITH THE OFFICIAL ITINERARY.</i>	3.24 b		100 H			Jusqu'à X / <i>AS FAR AS X</i>
AVANCE - RETARD SUR TEMPS IMPARTI / <i>ARRIVING AHEAD OR AFTER TARGET TIME</i>	3.32 b		1 MIN. PAR MIN. RETARD / 1 MIN. FOR EVERY MIN. LATENESS.			
DÉPASSEMENT DU TEMPS MAXIMUM AUTORISÉ / <i>EXCEEDING MAXIMUM TIME ALLOWED</i>	3.34					Jusqu'à X / <i>AS FAR AS X</i>
ABSENCE, MAUVAISE APPOSITION PLAQUE N° OU PLAQUE « RALLYE » / <i>ABSENCE, FAULTY POSITIONING OF NUMBER OR RALLY PLATE</i>	15.5			10% DROITS D'ENGAGEMENT (20% SI + D'1) / 10% ENTRY FEE (20% IF 2 OR MORE PLATES).		
ABSENCE NOMS D'ÉQUIPAGE ET DRAPEAU / <i>ABSENCE OF THE NAMES OF THE CREW, PLUS THEIR FLAGS.</i>	15.6			10% DU MONTANT DES DROITS D'ENGAGEMENT / 10% OF THE ENTRY FEE		
DÉFAUT DU BRACELET D'IDENTIFICATION / <i>BREACH OF THE IDENTITY BRACELET</i>	15.7			10% DROITS D'ENGAGEMENT / 10% OF ENTRY FEE		
ABSENCE OU MAUVAISE APPOSITION PUBLICITÉ / <i>ADVERTISING ABSENT OR WRONGLY FIXED</i>	16.6			1ER CONSTAT : 10% DROITS D'ENGAGEMENT ET 100% /RÉCIDIVE / 1ST OFFENCE: 10% OF ENTRY FEE, 100% /REPEATED OFFENCE		
RETARD AU DÉPART D'ÉTAPE / <i>LATE REPORTING FOR THE START OF A LEG</i>	20.8	X > 30 MINUTES	1 MIN. PAR MIN. RETARD / 1 MIN. FOR EVERY MIN. LATENESS.			X > 30 MIN. / X > 30 MINUTES LATE
ROAD BOOK ET NAVIGATION - NON RESPECT DES ARTICLES 20.1, 20.2, 20.3, 20.4, 20.5, 20.6 / <i>ROAD BOOK AND NAVIGATION - FAILURE TO COMPLY WITH ARTICLES 20.1, 20.2,</i>	21.7	Jusqu'à X / <i>AS FAR AS X</i>				Jusqu'à X / <i>AS FAR AS X</i>

20.3, 20.4, 20.5, 20.6						
ITINÉRAIRE OFFICIEL - ABSENCE DE VALIDATION D'UN WPT, DZ, ET FZ / OFFICIAL ITINERARY - ABSENCE OF VALIDATION OF A WPT, DZ, OR FZ.	22.3		MINIMUM DE 2H (=CP MANQUÉ) / MINIMUM 2 HOURS (=MISSING PC)			

DÉBLOCAGE «GPS» - CODE « WPM » / UNBLOCKING "GPS" - "WPM" CODE	25.2		10 H PAR UTILISATION / 10 H PER USE			JUSQU'À X > 2 UTILISATIONS PAR EPREUVE / AS FAR AS X > 2 USES PER EVENT
DÉBUT ZONE DE CONTRÔLE - INTERDICTION +90 MÈTRES (RAYON) / ENTRY OF CONTROL ZONE - PROHIBITION +90 METRES (RADIUS)	26.1		MINIMUM DE 2H (=CP MANQUÉ) / MINIMUM 2 HOURS (=MISSING PC)			
DÉBLOCAGE «GPS» - CODE D'URGENCE 5555 / UNBLOCKING THE "GPS" - 5555 EMERGENCY CODE	25.1					X
LECTURE DU «GPS» IMPOSSIBLE OU TENTATIVE DE FRAUDE / IMPOSSIBLE TO READ THE "GPS" OR ANY ATTEMPT AT CHEATING.	27.3					JUSQU'À X / AS FAR AS X
TRANSPORT DE VÉHICULES, BLOCAGE DE PASSAGE DES VÉHICULES / TO TRANSPORT VEHICLES, DELIBERATELY TO BLOCK THE PASSAGE OF THE VEHICLES.	28.1d					X
IMPULSION - DÉPASSEMENT DE VITESSE / PULSE SIGNAL - SPEEDING.	28.3 b)		1 ≤ 3 MIN. X N IMPULSIONS ≤ 15 KM/H / 1 ≤ 3 MIN. X N. PULSE SIGNALS ≤ 15 KPH	1 ≤ 50 € X N IMPULSIONS ≤ 15 KM/H / 1 ≤ 50 € X N. PULSE SIGNALS ≤ 15 KPH	X	< 40 KM/H : 3E IMPULSION SUCCESSIVE : EXCLUSION À L'APPRECIATION DES COMMISSAIRES SPORTIFS. / < 40 KPH: 3RD SUCCESSIVE PULSE SIGNAL: EXCLUSION AT THE STEWARDS' DISCRETION.
			16 ≤ 10 MIN. X N. IMPULSIONS ≤ 40 KM/H / 16 ≤ 10 MIN. X N. PULSE SIGNALS ≤ 40 KPH	16 ≤ 100 € X N IMPULSIONS ≤ 40 KM/H / 16 ≤ 100 € X N. PULSE SIGNALS ≤ 40 KPH		
		< 40 KM/H : 1ÈRE IMPULSION : 30' , 2E IMPULSION SUCCESSIVE : 1H00 / < 40 KPH: 1ST PULSE	AU-DELÀ DE 40 KM/H : 1ÈRE IMPULSION : 500 €, 2E IMPULSION SUCCESSIVE : 1000 € / OVER 40 KPH:			

			SIGNAL: 30' 2ND SUCCESSIVE PULSE SIGNAL: 1 HOUR	1ST PULSE SIGNAL: 500 € 2ND SUCCESSIVE PULSE SIGNAL: 1000 €		
SYSTÈME « ALARME VÉHICULE À VÉHICULE » : CONSTAT DE NON FONCTIONNEMENT DU FAIT DE L'ÉQUIPAGE / "VEHICLE TO VEHICLE ALARM" SYSTEM: SYSTEM NOT IN OPERATION, THROUGH THE FAULT OF THE CREW.	29.1b		1 HEURE : LES 20 PREMIERS, LES 10 PREMIERS DU CLASSEMENT GÉNÉRAL CAMION ET/OU PILOTES PRIORITAIRES. / 1 HOUR : COMPETITORS AMONG THE TOP 20 IN THE CLASSIFICATION, THE TOP 10 IN THE GENERAL TRUCK CLASSIFICATION, AND/OR SEEDER DRIVERS.	300 € POUR LES AUTRES CONCURRENTS / 300 € FOR THE OTHER COMPETITORS.	X DANS UN SECTEUR SÉLECTIF, N AVERTISSEMENTS SONORES QUI NE S'EST PAS RANGÉ POUR SE LAISSER DOUBLER. / X IN A SELECTIVE SECTION, SEVERAL WARNINGS AND HAS NOT PULLED OVER TO ALLOW THE OTHER VEHICLE TO OVERTAKE.	
ASSISTANCE EN CAS D'ACCIDENT - NON RESPECT DES CONSIGNES / ASSISTANCE IN THE EVENT OF AN ACCIDENT – NON-COMPLIANCE WITH THE RULES	29.2-3				X	
INFRACTION À L'UTILISATION DESYSTÈMES RADIO, TÉLÉPHONES SATELLITES OU GSM / INFRINGEMENT TO RADIO SYSTEM, TELEPHONES SATELLITE, GSM USE.	29.3					Jusqu'à X
CHANGEMENT DE MOTEUR / ENGINE CHANGE	32		6 HEURES / 6 HOURS			
RECTIFICATION OU MODIFICATION DU CARTON DE POINTAGE, SANS APPROBATION ÉCRITE PAR UN CONTRÔLEUR / CORRECTION OR AMENDMENT OF THE TIME CARD WITHOUT WRITTEN APPROVAL BY THE CONTROLLER.	34.2					X
VISA OU CARTON DE POINTAGE ABSENT / ABSENCE OF A STAMP OR FAILURE TO HAND IN THE TIME CARD AT A CONTROL.	34.4					Jusqu'à X / AS FAR AS X
PERTE CARTON DE POINTAGE / TIME CARD LOST.	34.5		5 minutes			

NON REMISE DU CARTON DE POINTAGE (ARRIVÉE AU BIVOUAC APRÈS UN ABANDON) / <i>NON-RETURN OF THE TIME CARD (ARRIVAL AT THE BIVOUAC AFTER RETIRING).</i>	34.6		5 HEURES / 5 HOURS			
ENTRÉE OU SORTIE ZONE DE CONTRÔLE INVERSE À L'ITINÉRAIRE ET NOUVELLE ENTRÉE LORSQUE LE CARTON DE POINTAGE A DÉJÀ ÉTÉ POINTÉ / <i>ENTERING OR LEAVING A CONTROL AREA FROM ANY DIRECTION OTHER THAN THAT PRESCRIBED BY THE ITINERARY OR RE-ENTERING A CONTROL AREA ONCE CHECKING IN HAS TAKEN PLACE.</i>	35.3		1ÈRE INFRACTION : 10 MINUTES, 1ÈRE RÉCIDIVE : 1 HEURE / <i>1ST INFRINGEMENT : 10 MINUTES, 1ST REPETITION OF THE INFRINGEMENT : 1 HOUR.</i>			2ÈME RÉCIDIVE : EXCLUSION OU PÉNALITÉ FORFAITAIRE / <i>2ND REPETITION OF THE INFRINGEMENT : EXCLUSION OR FIXED PENALTY.</i>
NON RESPECT DES INSTRUCTIONS DU CHEF DE POSTE / <i>NON-RESPECT OF THE INSTRUCTIONS OF THE MARSHAL.</i>	35.6					Jusqu'à X / <i>AS FAR AS X</i>
REMORQUAGE/POUSSÉE PAR CONCURRENT DANS LES ZONES DE CONTRÔLE / <i>CONTROL ZONES: TOWING/PUSHING BY A COMPETITOR IN THE RACE.</i>	35.7	ZONE DÉPART D'ÉTAPE OU S.S. SECTEUR SÉLECTIF / <i>START AREA OF A LEG OR A S.S.</i>	ZONE DE CP : 5 MINUTES ; ZONE DE CONTRÔLE HORAIRE : 15 MINUTES EN R.T.T. ET 30 MINUTES EN MARATHON. / <i>PC ZONE: 5 MINUTES; TIME CONTROL ZONE: 15 MINUTES FOR C.C.R. AND 30 MINUTES FOR MARATHONS.</i>			
C.H. - DIFFÉRENCE ENTRE L'HEURE RÉELLE ET L'HEURE IDÉALE DE POINTAGE / <i>T.C. - DIFFERENCE BETWEEN THE TARGET CHECK-IN TIME AND THE ACTUAL CHECK-IN TIME.</i>	36.8		1 MINUTE PAR MINUTE DE RETARD / <i>1 MINUTE PER MINUTE OR FRACTION OF MINUTE.</i>			
S.S. - NON RESPECT DE L'ANNEXE L, CHAPITRE 3 DE LA FIA / <i>SELECTIVE SECTIONS – NON-RESPECT OF APPENDIX L, CHAPTER 3</i>	38.1	X LORSQUE L'INFRACTION EST CONSTATÉ AU DÉPART / <i>X WHEN INFRINGEMENT IS ESTABLISHED AT THE START.</i>				X
CIRCULATION EN SENS INVERSE DANS S.S. / <i>DRIVING IN THE OPPOSITE DIRECTION TO THAT OF THE S.S.</i>	38.2					PEUT ALLER JUSQU'À X / <i>MAY GO AS FAR AS X</i>

PLUS DE 20 SECONDES SUR LA LIGNE DE DÉPART S.S. / S.S.: <i>FAILING TO START WITHIN 20 SECONDS OF THE STARTING SIGNAL.</i>	38.3		2minutes			
FAUX DÉPART / <i>FALSE START</i>	38.5		1 MINUTE AU MINIMUM OU AUGMENTÉ EN TEMPS / 1 MINUTE AT LEAST OR AN INCREASED TIME		X	
ARRIVÉE DES S.S. - 1) ARRÊT ENTRE LES PANNEAUX JAUNES AVERTISSEURS ET LES PANNEAUX STOP 2) NON RESPECT DU POINT STOP / <i>SELECTIVE SECTIONS' ARRIVAL - 1) STOPPING BETWEEN THE YELLOW WARNING SIGNS AND THE STOP SIGNS</i> 2) <i>THE COMPETITOR DOES NOT STOP AT THE STOP POINT.</i>	38.6 d		1) 15 MINUTES 2) 1 HEURE / 1 HOUR			
REFUS DE DÉPART D'UN S.S. / <i>CREW REFUSING TO START IN A SELECTIVE SECTION.</i>	38.9		15 minutes			
REMORQUAGE OU POUSSÉE PAR UN CONCURRENT À L'INTÉRIEUR DU PARC FERMÉ / <i>TOWING OR PUSHING FROM ANOTHER COMPETITOR INSIDE THE PARC FERMÉ.</i>	41b		1 minutes			
INFRACTION PARC FERMÉ / <i>INFRINGEMENT OF THE PARC FERMÉ REGULATIONS.</i>	41f		10 HEURES MINIMUM / 10 HOURS MINIMUM			Jusqu'à X / AS FAR AS X
RETARD > 30 MINUTES SORTIE DE PARCS OU AU DÉPART D'UNE ÉTAPE / <i>CREW ARRIVING MORE THAN 30 MINUTES LATE AFTER THE EXIT FROM ALL THE PARKS OR AT THE START OF A LEG.</i>	41g					X
TRAVAIL TARDIF EN PARC FERMÉ / <i>PARC FERMÉ - UNFINISHED AUTHORIZED REPAIRS BEFORE THE STARTING TIME.</i>	41i		1 MINUTE PAR MINUTE DE RETARD / 1 MINUTE FOR EVERY MINUTE'S LATENESS			
RETARD AUX VÉRIFICATIONS TECHNIQUES / <i>LATENESS AT THE PRELIMINARY SCRUTINEERING.</i>	42.1	X			X	

RESUME OF PENALTIES SPECIFIC REGULATIONS RALLY OF TUNISIA 2010	ARTICLE N° DU RP	START REFUSED	EXCLUSION FROM THE RACE	TIME & FINANCIAL PENALTIES
IN THE BIVOUAC: DRIVING AT A DANGEROUS SPEEDS	13.1			MAY GO AS FAR AS EXCLUSION
NO RESPECT OF DATES OF PAYMENTS, CHANGING NAMES	3			CHANGING TARIFF
FAILURE TO GIVE DEPOSIT	3	■		
ASSISTANCE: NO RESPECT OF DATES OF PAYMENTS, CHANGING NAMES	3			CHANGING TARIFF
NO PAYMENT OF ENTRY FEES	3	■		
NON CONFORMING VEHICULE,	10	■		PAJ HC
NON CONFORMING DOCUMENTS	9	■		PAJ HC
Presence of a third person non accredited inside of road section or assistance points	13		■ COMPETITORS	
Penetrate again in a control area after already check in at the control 1 ^{ère} infringement: Recidivist:	13			10 MIN 1H

16. FINAL CHECKS:

PLACE: DOUZ - FRIDAY MAY 7TH 2010

17. RESULTS

17.1 PUBLICATION PROVISIONAL CLASSIFICATION:

PC COURSE - FRIDAY MAY 7TH 2010

18. PRIZE

18.1 PRIZE GIVING CEREMONY: DOUZ - FRIDAY MAY 7TH 2010 – 22H00

18.2. PRIZE

GENERAL Classification:

1ST CREW: 1 CUP
2ND AND 3RD CREW: 1 CUP EACH

GROUPE T1

1ST CREW: 1 CUP + 1 500 € VOUCHER NPO*
2ND AND 3RD CREW: 1 TROPHY EACH

1.1 IMPROVED PETROL CROSS COUNTRY VEHICLES 4X4

1ST CREW: 1 TROPHY

1.2 IMPROVED DIESEL CROSS COUNTRY VEHICLES 4X4

1ST CREW: 1 TROPHY

1.1.1 2 WHEEL DRIVE PETROL CROSS COUNTRY VEHICLES 2X4

1ST CREW: 1 TROPHY

1.2.1 2 WHEEL DRIVE DIESEL CROSS COUNTRY VEHICLES 2X4

1ST CREW: 1 TROPHY

* AVAILABLE NPO'S EVENTS UP TO 30TH JUNE 2011

1.5 IMPROVED LIGHTWEIGH CROSS COUNTRY VEHICLES

1ST CREW: 1 TROPHY

GROUP T2

1ST CREW: 1 CUP + 1 500 € VOUCHER NPO*

2ND AND 3RD CREW: 1 TROPHY EACH

2.1 PRODUCTION CROSS COUNTRY VEHICLES

1ST CREW: 1 TROPHY

2.2 PRODUCTION DIESEL CROSS COUNTRY VEHICLES

1ST CREW: 1 TROPHY

GROUP T4 "TRUCKS"

1ST CREW: 1 CUP + 1 500 € VOUCHER NPO*

2ND AND 3RD CREW: 1 TROPHY EACH

4.1 WITH A NOMINAL CYLINDER CAPACITY OF 10,000 CC OR OVER

1ST CREW: 1 TROPHY

4.2 WITH A NOMINAL CYLINDER CAPACITY OF LESS THAN 10,000 CC

1ST CREW: 1 TROPHY

FEMALE CHALLENGE

1ERE FEMININE: 1 CUP

TUNISIAN CREW

1ST CREW: 1 CUP

2ND AND 3RD CREW: 1 TROPHY EACH

1st Participation CAR/TRUCK Rally :

1ER SCRATCH: 1 TROPHY

* AVAILABLE NPO'S EVENTS UP TO 30TH JUNE 2011

19. 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**

APPENDIX 1 – NAME AND PHOTOGRAPHY OF THE CRO

TO BE ANNOUNCED

APPENDIX 2 – SECURITY EQUIPMENT

For safety reasons, competitors must carry in their vehicle the following items:

- A reserve of 5 liters of water per person,
- A 10 meters tow rope,
- A torch,
- A distress mirror,
- A compass,
- A lighter,
- An aluminum survival blanket (approx. 2m x 1m) for use as heat insulation and to attract searching airplanes (1 per person),
- A flash torch,
- 3 red hand held smoke flares,
- A belt cutter easily accessible for the pilot and the co-pilot when seated with their harnesses fastened

APPENDIX 3 – SPECIFIC CONDITIONS FOR GROUP T2 VEHICLES

On the vehicles in this category, the following parts:

- Gearbox,
- Transfer box,
- Front axle and
- Rear axle,

Must not be replaced and/or dismantled, and the engine block/lower casing assembly must not be separated.

The competitor must provide holes with a minimum diameter of 1.5 mm allowing the passage of the sealing wires (which must be in place), to prevent:

1. The changing of complete parts;
2. Dismounting for repairing these parts (piercing the lugs on housings, heads of screws on the main and subsidiary housings, etc.).

These holes must be easily accessible for the Scrutineers so that they can seal the parts without difficulty.

Should a competitor present his vehicle for scrutineering without having already pierced the holes for sealing as specified in the present regulations, he will not be allowed to take part in this category. All underbody protections must be removed before scrutineering to facilitate access.

The parts that cannot be changed and/or repaired are:

- Complete front and rear axles (housings, axle nose, banjo, all internal mechanical parts, etc.) with the exception of the axle shafts and cardan joints;
- Complete gearboxes (main and subsidiary housings, all internal mechanical parts, etc.);
- Complete transfer boxes (main and subsidiary housings, all internal mechanical parts, etc.);
- Engine block complete with rods and lower engine housing;
- Bare cylinder head.
- Turbo(s) if so equipped.

Only the following may be separated (on condition that this can be done without removing the seals) in order to carry out repairs:

- Cylinder head and block [for cylinder head gasket(s) and valves]

- Block and clutch housing (for complete clutch).

The absence, whether notified or not, of an identification mark concerning the sealed parts will result in the exclusion of the vehicle from the T2 category; however, if the Stewards so decide, the competitor may continue to race in Group T1.

In order not to be penalised for the possible loss of seals, the competitor may request the Scrutineers to add seals in those spots which he deems vulnerable.