



**2018 FIM CROSS COUNTRY RALLIES WORLD CHAMPIONSHIP**

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

**1. PUBLICATION**

+ Eventos SA is organising the 4<sup>th</sup> round of the 2018 FIM Cross Country Rallies World Championship on behalf of the Confederación Argentina de Motociclismo Deportivo (CAMOD) Federation. The event will take place in accordance with the relevant legal and administrative requirements of the host country/ies and the relevant FIM documents , including but not limited to the FIM Sporting Code, the applicable FIM Technical Regulations, the FIM Medical, Anti-Doping and Environmental Codes, the FIM Disciplinary and Arbitration Code, the FIM Code of Ethics and the Sporting and Technical Regulations of the FIM Cross Country Rallies World Championship and the Appendices thereto, as well as the present Supplementary Regulations and any rules and regulations adopted by the FIM International Jury.

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

**FIM Approval: IMN No(s) 801/05 - 809/05 - 810/05 - 811/05 - 812/05**

**FMNR Approval: R40/18**

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

In any matter not covered by the FIM Cross Country Rallies World Championship Regulations or by these Supplementary Regulations, the FIM International Jury shall decide ex aequo et bono.

All additional provisions of a technical or organisational nature not contained in these Supplementary Regulations will be announced by means of a numbered, dated and signed

addendum. Such addenda will form an integral part of the Supplementary Regulations and shall be posted on the official notice board of the Rally. They will also be communicated during the riders' briefing and the riders will be notified in the shortest time practicable.

## **2. ACCESS**

### **DOMESTIC AIRPORTS**

#### **Departure - Start**

**Nearest airport: Airport of Tucumán "Teniente Benjamín Matienzo" - TUC**

With regular connecting flights from Ezeiza international airport and Aeroparque Jorge Newbery domestic airport.

**Nearest town: San Miguel de Tucumán, Argentina**

#### **Arrival - Finish**

**Nearest airport: Airport of San Juan "Domingo Faustino Sarmiento" - UAQ**

With regular connecting flights from Ezeiza international airport and Aeroparque Jorge Newbery domestic airport.

**Nearest town: San Juan, Argentina**

### **INTERNATIONAL/DOMESTIC CONNECTING AIRPORTS**

**Nearest International connecting airport: Ezeiza - MinistroPistarini - EZE. Buenos Aires, Argentina.**

**Nearest Domestic connecting airport: Aeroparque - Jorge Newbery - AEP. Buenos Aires, Argentina.**

## **3. HONOUR COMMITTEE**

Not available.

## **4. ORGANISING COMMITTEE**

President: Mr. David Eli  
Members: Mr. Pablo Eli  
Mr. Guillermo Eli

**5. ADDRESS OF THE PERMANENT SECRETARIAT**

Mas Eventos SA

Octavio Pinto 2676 - B° Villa Cabrera

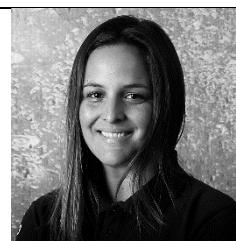
X5008HHJ - Córdoba - Argentina

Tel/Fax: + 54 351 4872010 / 4877653.

Internet: official web site: <http://www.desafioruta40.com.ar>

E-mail: [info@desafioruta40.com.ar](mailto:info@desafioruta40.com.ar)

**6. LIST OF OFFICIALS**

OFFICIAL	NAME	LICENCE N°
FIM Jury President	MAINDRON, Jean-Luc	FIM 12546
1st Jury Member, FIM	POULSEN, Jouvana	FIM 11237
2nd Jury Member, FMNR	YOMA, Alfredo	TBA
Clerk of the Course	NEVELS Erick	FIM 11235
	Super Licencia:	FIM 12546
FIM Technical Director	SANTEJ, Izak	FIM 12579
FIM Technical Delegate	ZALAZAR Andres	FIM 12989
FMNR Technical Steward	YOMA Leonardo	FIM 12988
Chief Medical Officer	ACEVEDO Marcelo	FIM 11574
Environmental Steward	VALENZUELA Vilma	FIM 11199
Chief Timekeeper	GAVILAN Hugo	FIM 10545
Chief Tracking Officer	DALMASSO Matias	FIM 10726
Chief GPS Officer	DALMASSO Matias	FIM 10726
Chief Marshal	ELI Pablo	
Safety Officer	BARBERO, Daniel	
Competitor Relations Officer (CRO)	GONZALEZ Constancia	
Event Secretary	GONZALEZ Constancia	
Press Officer/Head of Media	LOBO Augusto	

The list of officials and judges of fact (names + licence numbers) of the Organiser will be posted on the official notice board and communicated to all participants and members of the Jury.

**7. EVENT PROGRAMME**

**7.1 Date of registration opening**

Monday, June 4, 2018.

**7.2 Date of registration closing**

Friday, August 17, 2018 at 15:00hrs in Argentina.

**7.3 Date of publication of entry list with numbers**

Tuesday, August 21, 2018

**7.4 Opening of the Press room and accreditation centre**

**Place:** Hipódromo de Tucumán - Av. I. Leguizamo 800, San Miguel de Tucumán, Prov. de Tucumán, Argentina.

**Time:** Saturday, August 25, 2018. From 9:00 to 18:00hrs.

**7.5 Administrative control and collection of equipment and documents**

**Place:** Hipódromo de Tucumán - Av. I. Leguizamo 800, San Miguel de Tucumán, Prov. de Tucumán, Argentina.

**Time:** Saturday, August 25, 2018. From 9:00 to 17:00hrs.

**7.6 Preliminary Technical Inspection**

**Place:** Hipódromo de Tucumán - Av. I. Leguizamo 800, San Miguel de Tucumán, Prov. de Tucumán, Argentina.

**Time:** Saturday, August 25, 2018. From 10:00 to 18:00hrs.

**7.7 Reconnaissance of the Super Special (Prologue)**

Only two recce passages on the competition vehicle will be allowed, on the date and time below. A maximum speed limit of 50km/h will apply, controlled by means of the GPS and subject to the penalties foreseen in the FIM Regulations for the FIM Cross country Rallies World Championship.

Further passes may be made on foot.

**Place:** El Cadillal, Tucumán

**Date and time:** Sunday August 26. From 11:00 to 13:00hrs.

**7.8 Press Conference before the Start**

**Place:** TBA, Tucumán, Argentina

**Time:** Friday, August 24. 12:00hrs

**7.9 1st meeting of the FIM International Jury**

**Place:** Hipódromo de Tucumán - Av. I. Leguizamo 800, San Miguel de Tucumán, Prov. de Tucumán, Argentina.

**Time:** Saturday, August 25. 19:00hrs.

**7.10 Publication of the Start list of the Super Special (SSS) - Prologue and Starting Ramp**

**Place:** Hipódromo de Tucumán - Av. I. Leguizamo 800, San Miguel de Tucumán, Prov. de Tucumán, Argentina.

**Time:** Sunday, August 26. 14:00hrs.

**7.11 Delivery of Road Book, Stage 1**

**Place:** Hipódromo de Tucumán - Av. I. Leguizamo 800, San Miguel de Tucumán, Prov. de Tucumán, Argentina.

**Time:** Sunday, August 26. 14:00hrs.

**7.12 Riders' Briefing**

**Place:** Hipódromo de Tucumán - Av. I. Leguizamo 800, San Miguel de Tucumán, Prov. de Tucumán, Argentina.

**Time:** Sunday, August 26. 14:00hrs.

**7.13 Compulsory Safety Systems Briefing**

**Place:** Hipódromo de Tucumán - Av. I. Leguizamo 800, San Miguel de Tucumán, Prov. de Tucumán, Argentina.

**Time:** Sunday, August 26. 14:00hrs.

**7.14 Schedule of Stages and Competitors' Briefings**

**Saturday, August 25**

9:00-17:00	Administrative control & collection of equipment and documents	Hipódromo de Tucumán
10:00-18:00	Preliminary Technical Inspection	Hipódromo de Tucumán
19:00	First FIM Jury Meeting	Hipódromo de Tucumán
20:30	Welcome cocktail for competitors	TBA

**SR for Bikes, Quads and Assistance Vehicles – Desafío Ruta 40 - 2018**

**Sunday, August 26**

8:30-10:00	Supplementary Checks (observed cars only)	Hipódromo de Tucumán
9:00 - 10:00	Optional GPS & Sentinel training	Hipódromo de Tucumán
11:00-13:00	SS (Prologue) Reconnaissance	El Cadillal, Tucumán
14:00	Publication of Start list for SSS (Prologue) and Starting Ramp	Hipódromo de Tucumán
	Distribution of Road books for Leg 1	
	1 <sup>st</sup> Briefing - Compulsory <i>Technical Card must be presented on the entrance.</i>	
	Compulsory Safety System Briefing	
17:00	Prologue	El Cadillal, Tucumán
19:00	Holding Area opens (compulsory)	Plaza Independencia - 25 de mayo, S.M. de Tucumán
19:15	Compulsory Teams' Photo	Plaza Independencia in front of Casa de Gobierno- 25 de mayo 90, S.M. de Tucumán
19:30	Selection of starting position for Leg 1 for the 1 <sup>st</sup> fifteen classified riders on the Prologue	Plaza Independencia in front of Casa de Gobierno- 25 de mayo 90, S.M. de Tucumán
20:00	Publication of Start list for Leg 1	Hipódromo de Tucumán
20:00	Holding Area closes	Plaza Independencia - 25 de mayo, S.M. de Tucumán
20:00-21:00	Starting Ceremony - Ramp	Plaza Independencia in front of Casa de Gobierno- 25 de mayo 90, S.M. de Tucumán

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**Monday, August 27**

7:05hrs	<u>Leg 1</u> - Bivouac San Miguel de Tucumán - Belén	Bivouac Belén - Centro Recreativo FAMAYFIL
20:00hrs	Publication of start list for Leg 2 & Briefing	

**Tuesday, August 28**

7:10hrs	<u>Leg 2</u> - Bivouac Belén - Tinogasta	Bivouac Tinogasta - Complejo la Aguadita
20:00hrs	Publication of start list for Leg 3 & Briefing	

**Wednesday, August 29**

6:40hrs	<u>Leg 3</u> - Bivouac Tinogasta - Tinogasta	Bivouac Tinogasta - Complejo la Aguadita
20:00hrs	Publication of start list for Leg 4 & Briefing	

**Thursday, August 30**

6:15hrs	<u>Leg 4</u> - Bivouac Tinogasta - Villa Unión	Bivouac Villa Unión - Terminal de Omnibus
20:00hrs	Publication of start list for Leg 5 & Briefing	

**Friday, August 31**

6:45hrs	<u>Leg 5</u> - Bivouac Villa Unión - San Juan	PC San Juan Estadio Aldo Cantoni
12:00	Finish of Leg 5	Albardón, San Juan
12:30	Opening of final Parc Fermé	Plaza 25 de mayo - Gral. Hacha Sur & Mitre Este streets
14:30	Final Technical inspection	Plaza 25 de mayo - Gral. Hacha Sur & Mitre Este streets
15:00	Final meeting of the FIM International Jury	Estadio Aldo Cantoni, San Juan
16:00	Provisional Final classification	Estadio Aldo Cantoni, San Juan

16:30	Official Final classification	Estadio Aldo Cantoni, San Juan
17:00-18:00	Podium - Prize Giving Ceremony	Plaza 25 de mayo - Gral. Hacha Sur & Mitre Este streets

**7.15 Finish of the Rally**

Place: Albardón, San Juan, Argentina  
 Time: Friday, August 31. 14:00hrs.

**7.16 Final Parc Fermé**

Place: Plaza 25 de Mayo, Gral. Hacha Sur & Mitre Este streets, San Juan, Argentina  
 Opening time: Friday, August 31. 12:30hrs.

**7.17 Final Technical Inspection**

Place: Plaza 25 de Mayo, Gral. Hacha Sur & Mitre Este streets, San Juan, Argentina  
 Time: Friday, August 31. 14:30hrs

**7.18 Final meeting of the FIM International Jury**

Place: Estadio Aldo Cantoni, Urquiza Norte esq. San Luis Oeste, San Juan, Argentina  
 Time: Friday, August 31. 15:00hrs.

**7.19 Publication of the Provisional Final Classification**

Place: Estadio Aldo Cantoni, Urquiza Norte esq. San Luis Oeste, San Juan, Argentina  
 Time: Friday, August 31. 16:00hrs

**7.20 Publication of the Official Final Classification**

Place: Estadio Aldo Cantoni, Urquiza Norte esq. San Luis Oeste, San Juan, Argentina  
 Time: Friday, August 31. 16:30hrs

**7.21 Prize Giving Ceremony**

Place: Plaza 25 de Mayo, Gral. Hacha Sur & Mitre Este streets, San Juan, Argentina  
 Time: Friday, August 31. 17:00 to 18:00hrs.

**7.22 Official Notice Board**

From Saturday, August 25 to Sunday, August 26  
 On Monday, August 27  
 On Tuesday, August 28  
 On Wednesday, August 29  
 On Thursday, August 30  
 On Friday, August 31

Bivouac - San Miguel de Tucumán  
 Bivouac - Belén  
 Bivouac - Tinogasta  
 Bivouac - Tinogasta  
 Bivouac - Villa Unión  
 Rally PC - San Juan





- Transportation in case of vehicle breakdown
- GPS, Iritrack and Sentinel Brackets & kits
- Medical insurance for the rider

## **8.4 SECURITY DEPOSIT CHEQUE AND ADVANCE PAYMENT**

### **8.4.1 Entry fees advance payment**

Motorbikes /Quads: U\$S 550.-

All competitors are requested to make this advance payment by August 18. The rest of the entry fees can be paid at the administrative checks.

Bear in mind that there is a maximum number of participants, and entries without the advance payment will not be considered.

### **8.4.2 Safety equipment deposit**

A bond/warranty of **USD 2.450** will be requested that can be settled with a credit card, check or cash for the provision of tracking and safety equipment. Once the event is finished, or if the competitor retires, the equipment must be returned to the Organization and you will receive a receipt for such return.

The deposit (as a warranty) will be returned within 20 days after the event is over, once the state of all the equipment is verified by the Organization.

## **8.5 ASSISTANCE ENTRY FEES**

- 1st assistance vehicle or motorhome: Free of charge
- 2nd assistance vehicle or motorhome: U\$D 250.-
- Assistance person or additional members: U\$D 220.-

Assistance vehicles and person(s) don't require an advanced payment; however they have to be registered by August 10.

## **8.6 TRANSPORT**

Competition bikes and quads are authorised to be transported on the first road section of each day, between the bivouac and the start of the SS. In this case, vehicles may be downloaded in the area before the Start TC, unless it is specified otherwise on the briefing the day before.

## **8.7 WAYS OF PAYMENT**

- Cash \*
- Bank Transfer or Deposit\*\*

\* At our offices in Córdoba.

\*\* Please contact: Veronica Amaya // [info@desafioruta40.com.ar](mailto:info@desafioruta40.com.ar)

## **8.8 ENTRY REFUSAL - WITHDRAWAL - NO SHOW - REFUNDS**

### **8.8.1 Entry refusal**

The Organizing Committee reserves the right to reject the entry of any driver, co-driver or competitor, without having to provide explanations for such rejection.

### **8.8.2 Refunds**

The organizers may refund up to 50% of the entry fee to those competitors who, for reasons of “force majeure” (duly certified by their FMNR), were unable to start the rally.

Entry fees will be fully reimbursed:

- to applicants whose entry has been rejected,
- in the event that the Rally is not held.

Competitors whose entries are rejected after the administrative checks and Scrutineering, due to the non-conformity of their bikes/quads and/or their administrative documents, will not be entitled to any reimbursement of their entry fee.

## **8.9 CANCELLATION OR RESCHEDULING OF THE EVENT**

Should it prove impossible for the start of the event to take place, regardless of the reasons, including but not restricted to the failure to obtain, and/or the withdrawal of the agreement of the Federations, authorizations for passage, political unrest making it impossible to run the rally or financial failure making the technical and sporting organization of the event impossible, etc, the + Eventos SA will only be liable before the competitor for the reimbursement of the entry fees.

Should the start of the Rally be delayed, + Eventos SA will immediately inform the competitors by registered mail, of the new calendar of the rally.

From that moment on, competitors who find themselves unable to take part in the event owing to this change of date will have a maximum of eight (8) days to request, by registered mail, the reimbursement of the amount of the entry fee paid to + Eventos SA.

Under no circumstances can the competitors claim compensation of any kind.

## **9. PARTICULAR CONDITIONS OF VISITED COUNTRIES**

### **Visa:**

Although visa is not required for most nationalities, please check on:

<http://cnyor.mrecic.gov.ar/en/node/1816>, or contact the event’s secretariat for further details.

**Compulsory / recommended vaccinations:** None.

**Vehicles registration:** All vehicles must circulate with visible license plates on.

**Customs formalities:** Competition and support vehicles, parts, tyres and components can be temporarily imported to Argentina. For further details please contact the Event’s Secretariat.

**Time zone:**

Argentina is located three hours to the West of the Greenwich. GMT - 3 hours.

**Local currency:**

Argentina has a decimal currency system, with 100 cents equaling one Argentine peso (\$1). The notes are: \$1000, \$500, \$ 200, \$100, \$50, \$20, \$10 and \$5. The coins are: \$2; 1; 50 cents; 25 cents. Please take into account that many shops and restaurants only accept cash payments (no credit cards). Costs may differ depending on the method of payment (credit card or cash). Tolls can only be paid in cash, in local currency.

**Power:** 220 volts

**Traffic:**

There are traffic control points that check safety measures (such as use of safety belts, lights, etc.) as well as safe driving (respect of traffic lights, road signs, street lines, etc.) and can apply fines and confiscate the driving license. Fines are not paid at control posts.

**Some restrictions:**

**Maximum speed in motorways:** 130 km/h

**Maximum speed in routes:** 110 km/h

**Headlights:** it is compulsory to have the dipped headlights on when driving in motorways and routes.

**Blood alcohol level:** the maximum level permitted is 0.0 grs on main roads (This may vary within some cities)

## **10. CATEGORIES AND CLASSES**

### **10.1 The compulsory FIM categories are the following:**

- **Category 1: Motorbike World Championship**
- **Category 2: Quads World Cup**

The following classes will also be implemented:

- **Class 1: Women World Cup**
- **Class 2: Junior World Cup**
- **Class 3: Veteran Trophy**

All the other categories i.e “Over 450cc” do not count towards the FIM World Championship and Cups.

### **10.2 In addition, the following classes will be staged by the Organiser in a support race:**

- . **Class 1 Motorbike (including over 450cc)**
- . **Class 2 Quads 4x4**
- . **Class 3 Quads 4x2**

. Rookies

CAMOD accepts riders with bikes Over 450cc .

## **11. IDENTIFICATION**

The organiser will provide each rider with a set of identification plates comprising:

- 1) 1 front plate of 25cm x 18cm
- 2) 2 side number plates of 25cm x 18cm
- 3) 1 Bib of 28cm x 25cm

To be placed visibly as follows, before the technical scrutineering, without covering even partially the registration number of the vehicle:



***Colors to be used on the number plates:***

*For all categories, except Women: White background - black numbers*

*Women's category: Purple background - white numbers*

At any time during Desafío Ruta 40, the absence of or incorrect affixing of any of these plates will result, for each offence noted, in a time penalty of 10 minutes. Before the start of each stage, the simultaneous absence or incorrect affixing of at least two plates or the bib will ban the rider from starting.

It is the rider's responsibility to ensure that the position of their bibs allows complete visibility of the rally number.

As per FIM Cross-Country Rallies World Championship Appendices Art. 080.32, in case of retirement or disqualification, the rider has to cross out in black the number plates and the number of the race under penalty of a fine of 500 EUR and, if necessary, other sanctions pronounced by the FIM International Jury.

Competition Numbers allocation will be granted according to FIM Cross-Country Rallies World Championship Appendices Art. 080.6.1.

### **11.1 Bracelet (competitor, assistance)**

An identification bracelet will be given to every member of the crew and assistance members. This identification will be systematically controlled by the Organization in every meal and must be submitted as many times as the Organizer requires to do so. No person will be admitted at the briefings and dinners without this identification.

## **12. ADVERTISING**

### **12.1 Organizers Optional advertising**

The organizers advertising is included within the plates and bib mentioned above. Competitors must make sure that the advertising is correctly placed in their vehicles all along the Desafío Ruta 40. If the advertising is missing, masked or misplaced, a penalty will be applied of the 50% of entry rights fee in case of the first offence and 100% of entry right fees every time the offence is repeated.

### **12.2 Riders Advertising**

Riders are free to affix any advertising on their vehicles provided that:

- a) Is authorized by the FIM Rules and the laws of the countries ridden through,
- b) Is not contrary to public decency and customs,
- c) Does not overlap on those areas reserved for the organizers plates and advertising.

## **13. STARTING ORDER**

### **13.1 MINIMUM INTERVAL BETWEEN THE LAST MOTORCYCLE AND THE FIRST CAR:**

The last bike will be scheduled to start 30 minutes before the first car. Should the last bike report late, but within his maximum lateness, the first car will still start on schedule. By no means can a rider start once the first car has started; in this case the rider may start after the last car.

### **13.2 START ORDER OF THE SUPER SPECIAL (Prologue):**

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

During the Super Special, the competitors will start in an order determined by the event organisers and published as per the programme above.

Reconnaissance of the Super Special is permitted under the conditions set out on Art. 7.7 above.

### **13.3 START ORDER OF THE FIRST STAGE:**

The starting order of the first Stage will be drawn up following the classification of the SSS: The 15 riders who made the best time of the Super Special Stage will have to choose their starting order of Leg 1 as follows:

Fifteen competitors must be present to make their choice; these fifteen competitors must start in the first fifteen places;

The fifteenth ranked competitor will choose a position among the top fifteen places;

The fourteenth ranked competitor will then choose a position among the top fifteen places. If he chooses the place taken by the fifteenth, **the fifteenth** will see its position shifted **primarily upwards**;

The thirteenth ranked competitor chooses **his** position and so on until the competitor with the fastest time of the Super Special Stage. **Applying the same rule of shifting primarily upwards.** If several competitors are absent to make that choice, they will be placed in the remaining available position in reverse order of the standings of the Super Special Stage.

### **13.4 START ORDER FOR THE SECOND AND SUBSEQUENT STAGES**

The starting order of the second and subsequent Stages will be made in the order of the Selective Section overall classification (motorbikes and quads mixed together), or the accumulation of the Selective Sections of the previous day.

The first fifteen riders will start one by one every three minutes; the others will start one by one, minute by minute.

## **14. ROAD BOOK AND NAVIGATION**

The road book for the first leg of the event will be issued to the competitors at the entrance of the first Briefing, on Sunday, August 26 at 14:00hrs at Hipódromo de Tucumán - Av. I. Leguizamo 800, San Miguel de Tucumán, Prov. de Tucumán, Argentina.

Thereafter, the road books for the subsequent stages will be given out every day, at the bivouac TC IN (see dates and locations on Programme above). Riders arriving late at the bivouac will have to go to the rally control or communicate with the CRO Constanca Gonzalez (Mobile: + 54 9 351 3 99 40 79)

Information given by the track openers is communicated to the competitors at the briefings and by postings on the notice board.

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

### **14.1 SPECIFIC ASSISTANCE ZONES IN THE SS**

Assistance is permitted in the designated service area after the refueling and neutralization zones.

**11.1 Permitted assistance**

All assistance vehicles and staff taking part in Desafío Ruta 40 must be regularly entered.

**a) On a selective section**

- Once the times published in the Timing (to be issued at administrative checks) are over, the assistance is free, subject to the authorization from the Rally Control to enter the Selective Section. In these cases, the penalties set on FIM Regulations Art. 080.18.2 will apply.

**b) At the Bivouacs**

- By the vehicles and staff regularly entered as assistance (in a 500mts circumference from the bivouac)

For locations and times please see programme, Art. 1.

In the bivouac area there is a speed limit of 30 km/h, under penalty that could go as far as exclusion upon the decision of the Jury.

Assistance is not permitted in an enclosed and / or private area.

After having checked in at the time control at the end of the Stage, riders (or persons entered as assistance in the same team) may take their race machine out of the bivouac for refuelling, to go to a hotel or carry out technical tests, within a radius of 15 km from the bivouac. For these tests, the Satellite Tracking System must be switched on.

**c) On the Road Sections**

-By vehicles and staff duly registered as assistance or by other participants, in road sections common for competitors and assistance staff, and at neutralizations.

**- Neutralization Procedure**

The start of a neutralization works like a normal end of selective section, where the passing time is recorded and entered in the Time Card at the Stop Control. This time is understood and defined as neutralization starting time. The addition of the neutralization starting time (including the seconds), plus the due time for the neutralization, results in the neutralization finish time (including the seconds) and re-start, always including seconds.

The marshal in charge of the end of neutralization zone must sign the Time Card of each competitor and hand it either at the time foreseen as end of neutralization or in the very same moment when they present it, if the vehicle arrives to the end of neutralization later than its due time.

**- Re-Starting procedure after neutralizations**

Before the restart at the end of Neutralization, all competition vehicles must compulsorily stop at the restart control post and hand-in their time card. The marshal in charge of this control will enter the restart visa.

Vehicles must start at the exact time foreseen for the end of the Neutralization.

Vehicles must present themselves at this location with enough time to allow this procedure to be completed.



In case of delay, the Vehicles must anyway stop at this control and hand-in the time card. Once the marshal has entered the start visa, he will give the start to the Vehicles concerned as soon as possible.

If a Vehicle doesn't stop at the restarting control, and/or fails to handle the time card to the marshal, it will be penalized with 30 minutes, following a report from the marshal to the Clerk of the Course. This penalty does not exclude further penalties being inflicted by the Jury, especially if the offense is repeated.

**d) In case of re-start**

Assistance is free after a retirement and before the re-start.

**15. FUEL / AUTONOMY**

**15.1 AUTONOMY**

All vehicles should have a minimum self-sufficiency that allows them to run **250 km** of selective sections. It is recommended to have a supplementary tank of at least 10% more.

**15.2 FUEL**

The refueling operations will be carried out in the neutralizations or in the refueling areas indicated on the Road Book where there will be:

- **Gas stations**

It is the responsibility of the riders to fill up at their own expense.

- **Remote refueling areas**

From a tank truck hired by the Organizers. Competitors have to buy the corresponding fuel coupons at administrative checks.

**16. TRAFFIC**

**16.1 Traffic Code**

Throughout the event, competitors must respect the traffic rules included in the Argentinean Traffic Code (Código Argentino de Tránsito).

**16.2 Speed limit**

There will be speed control zones indicated in the road book. In these areas, speed will be limited to **30km/h**, **50km/h** or **80km/h**, depending on the conditions of the area to be crossed.

Regulations and penalties will be applied according to Article 80.16 of the FIM Cross-Country Rallies World Championship Appendices.

## **17. RUNNING OF THE RALLY**

### **17.1 Official time**

The official time of the event is the GPS time.

### **17.2 Start System of selective sections**

The start equipment will be located at one side of the road, from 2 to 5 meters before the start line.

Such equipment includes a clock with three readings: official time, digital countdown, and five lights.

- The digital countdown begins 30 seconds before the start time.
- 10 seconds before the start, a flashing red light turns on.
- On the last 5 seconds before the start, the above mentioned 5 lights will light up one by one
- Competitors must start when all the lights of this equipment turn off.

If the mentioned clock does not work, the start will be made manually.

Jump starts will be detected by a photocell located 40 cm ahead of the start line.

### **17.3 Early check-in at the End of Leg Time Control**

At end of leg Time Controls - Bivouac IN, crews are authorized to check-in in advance without incurring any penalty.

### **17.4 Issue and collection of time cards**

The time card for all legs, except the last one, will be issued at the Bivouac TC OUT and collected at the entrance of the next Bivouac.

The time card for the final leg (5) will be issued at the Bivouac TC out and collected at the entrance to the parc fermé previous to the finish ramp.

### **17.5 Selective Sections**

#### **17.5.1 Open Road**

Selective sections are run on an itinerary that is not reserved exclusively for competitors. Extreme caution is recommended in relation to other eventual potential users.

#### **17.5.2 Safety**

Fuel tank may be the original one and an auxiliary one. It is completely forbidden to take fuel jerrycans, except for the authorized ones during the technical scrutineering at the beginning of the event.

All competitors must wear protecting clothes of leather or cloth. Wear boots up to the knees, leather gloves or of an equivalent material, motorcycling kneepads and goggles.

Besides, the wear of a chest protector and/or additional back protection is compulsory.

An integral helmet is compulsory. It has to be duly adjusted, and to be of the right size and to be in good conditions. The helmet has to have a chin fastening system.

It is compulsory for vehicles to have its regulatory lights: front, back, stop lights; and also a horn.

Quads need to be equipped with a fast switch (of the jet ski type). Quads must have it tied to the rider.

Foot pedals in quads must be completely covered with nets or a firm material so that the foot does not go through.

### **17.5.3 Overtaking**

Any verified infringement by an official/authority of the event (whether from a helicopter or from the ground) may entail a penalty for anti-sporting behavior, at the discretion of the Jury.

### **17.6 Restart**

A rider who does not complete a leg will be assumed to re-start the following day unless he confirms otherwise with the Rally Control.

The vehicle should be in the Bivouac TC OUT 30 minutes before his due time for a new technical check. Vehicles will only be allowed to restart if they present all security and technical conditions to compete normally.

## **18. Protests - Appeals**

### **18.1 Protests Fee**

All protests shall be lodged in accordance with the Disciplinary and Arbitration FIM Code. They must be lodged in writing and handed to the Clerk of the Course together with the sum of six hundred and sixty euros(€ 660.-) or its equivalent in Argentine Pesos, which shall not be returned if the protest is judged unfounded.

Besides, if the protest requires the dismantling and the re-assembly of the different parts of a vehicle, the claimant must pay an additional deposit which will be fixed by the Jury.

### **18.2 Appeals**

Competitors may lodge an appeal against decisions given, in conformity with the stipulations of the Disciplinary and Arbitration FIM Code. The appeal fee is one thousand three hundred and twenty Euros (€ 1.320).

## **19. INSURANCE**

### **19.1 THIRD PARTY LIABILITY**

In accordance with Art. 110.1.1 of the Sporting Code, the entry fee includes the insurance premium which guarantees the competitor is covered for civil liability towards third parties up to Euros 120.000.-

The organizer will take a civil liability insurance policy for sporting events, in accordance with the legislation in force.

This policy will guarantee the civil liability of the organizer and of the competitors in regard to all material damage or bodily injury caused to a third party.

The insurance will take effect two days before the start of the Rally and shall cease on the finish of the Rally or immediately on abandonment of or disqualification from the Rally.

In the event of an accident, the competitor or his representative must submit a written declaration, at the latest within 24 (twenty-four) hours, to the Clerk of the Course, or the Competitors' Relations Officers.

The aforementioned bond on the present regulations does not cover:

- The liability towards a third party of a competitor not holding a national or international sporting license.
- Damages to rally and/ or service vehicles
- Liability of a rider towards other riders

Entrants and/ or drivers enter the **Desafío Ruta 40** with full knowledge of the risks that this rally may represent for them. They relieve in advance the organization, the FMNR, the FIM and the officials of any civil or criminal responsibility for any injuries or material accident during the Desafío Ruta 40.

The insurance bond resulting from the decree in force does not under any circumstances concern the robbery of vehicles, spare parts, etc. In case of robbery, the organizer's responsibility cannot be incurred under any circumstances.

The Organizing Committee declines any responsibility on the following cases:

- Consequences resulting from the infringement of laws, rules and regulations of the countries on the part of the competitors, which should be faced exclusively by themselves.
- In case of cataclysm, mutiny and riots where competitors and passengers of the vehicles may result victims and whose consequences (material, financial and sportive) should be afforded by them themselves.

## **19.2 REPATRIATION FOR MEDICAL REASONS**

As per article 110.2 of the FIM Sporting Code, for overseas entries repatriation insurance is included in the entry fee up to Euros 4.000.-

## **19.3 PERSONAL ACCIDENT INSURANCE**

Riders must take the compulsory personal accident insurance provided by the Asociación Argentina de Volantes. This can be paid for at administrative checks. The cost is AR\$ 6000 per rider.

## **20. ADMINISTRATIVE AND TECHNICAL OBLIGATIONS**

### **20.1 ADMINISTRATIVE CHECKS**

The administrative checks will take place on **Saturday, August 25, 2018, from 9:00 to 17:00hrs** at Hipódromo de Tucumán - Av. I. Leguizamo 800, San Miguel de Tucumán, Prov. de Tucumán, Argentina.

Any crew showing up in the administrative checks area at times which is not specified in the Regulations will not be allowed to start except in a force majeure case, which has to be duly acknowledged as such by the officials.

**Documents/material to be submitted:**

**A) Administrative documents for competitors:**

Each competitor must submit the following valid documents:

- Driver's license corresponding to the type of vehicle to be used
- FIM Cross Country Rallies World Championship licence 2018 (Annual or One event).
- For all foreign competitors, authorization to compete issued by their FMN. (not necessary for One Event FIM license holders)
- Signing of the indemnity form

**B) Administrative documents of the competition vehicle:**

Each vehicle must be presented with the following documentation:

- Vehicle registration card (or registration certificate).
- Ownership Certificate (if the competitor is not the holder of the registration card).

## **20.2 TECHNICAL CHECKS**

### **20.2.1 Date and time**

**Saturday, August 25, 2018 from 10:00 am to 6:00pm** at Hipódromo de Tucumán - Av. I. Leguizamo 800, San Miguel de Tucumán, Prov. de Tucumán, Argentina (right after the administrative checks) and on **Sunday, August 26, 2018 (only for observed vehicles) from 08:30 to 10:00 am.**

Any crew showing up in the technical checks area after the times specified in the Regulations will not be allowed to start except in a force majeure case, which has to be duly acknowledged as such by the officials.

### **20.2.2 Equipment to be presented**

Apart from the competition vehicles, competitors must also present the following equipment for inspection:

- Helmet
- Neck protector (recommended)
- Riding kit
- GPS
- Sentinel
- Tracking Device(s)
- Signaling kit
- Additional water ration 2 litres per rider (Camelback)
- Silencer (motorcycles must pass the noise control test, carried out according to Art. 01.79 of the FIM Cross-Country Rallies Technical Rules, during the scrutineering and marked by the organizer). The maximum limit of sound level, using 2 meters max method is fixed at 117dB/A before the race and at 118dB/A during and after the race.
- Mobile telephone (recommended)
- Medical kit (compulsory)

### **20.2.3 Technical Card**

A technical card will be handed to each competitor entering the technical inspection. This card must be presented with all the corresponding stamps at the 1<sup>st</sup> Briefing.

## **20.3 LIST OF PRIZES - CUPS**

The first three positions of each FIM category (Motorbike, Quads) and Support Categories (Motorbikes, Quads 4WD, Quads 2WD, Rookies) will be awarded a trophy:

1° in the category	1 Trophy
2° in the category	1 Trophy
3° in the category	1 Trophy

The Team manager of the winner rider of the Motorbike World Championship category will also be awarded a trophy.

If a rider is absent from the Prize-Giving Ceremony, without the prior approval of the Clerk of the Course, he will be penalized in accordance with FIM Art. 080.36 and won't be given the corresponding trophy.

## **20.4 CEREMONY:**

The Prize Giving Ceremony and Ramp will take place on Friday, August 31 at 17:00hrs at Plaza 25 de mayo - Gral. Hacha Sur & Mitre Este streets in the City of San Juan.

## **21. COMPULSORY EQUIPMENT RENTAL**

*The organization will provide all competitors with a tracking and safety systems which are included with the entry and will be handed in by the Organizer during the administrative check against the submittal of a bond/warranty. Equipment's accessories and mounting kits are at the expense of the competitors, and will be kept by them.*

The organization will provide all competitors with an **Iritrack** tracking system (Marlink Company), a **GPS** navigation system (ERTF Competition), and a **Sentinel** alert system from vehicle to vehicle (ERTF Competition), which use is mandatory throughout all the event, and along the entire route. In the absence of any of these systems, the start will be rejected. These systems must remain switched on during all selective sections and road sections.

### **a) Rental and guarantee**

The rental of these tracking and safety systems are included in the entry fees but it does not include brackets, cables or antennas since they cannot be returned. These accessories can be directly bought in the administrative checks and technical Scrutineering.

### **b) Collection**

All equipment will be collected at the administrative check and must be installed as per the instructions before technical scrutineering. Noncompliance of these instructions will result in the rejection of the technical conformity.

**c) Antennas**

Only the following Antennas may be installed:

- Simple GPS antennas, used by the GPS Unit provided by the Organizer.
- Iridium antenna associated to the Iritrack.

**d) Radios**

It is forbidden to carry any emitter or transmitter and/or HF-VHF-UHFBC receiver or any other mean of communication on board during the whole itinerary. AM and FM receivers must be commercial modified units. FM band reception will be limited to 88 to 108 Mhz. Controls can be made at any time. Any reoccurrence could be penalized, and it may get even to exclusion.

**21.1 GPS**

The GPS is provided by the organizer and its use is compulsory.

It is a navigation equipment that records the tracks during the competition. The proper functioning of this will be the sole responsibility of the competitor throughout the competition.

The GPS **must be connected directly to the battery** (without passing through the power cut) for a possible performance with the engine cut. Otherwise, the competitor must put the vehicle in compliance to pass scrutineering.

**It is forbidden to carry any extra GPS, other than the one provided by the Organizer, unless it has been previously approved by the Technical Steward during checks.**

**21.2 VEHICLE TO VEHICLE ALARM SYSTEM (Sentinel System type)**

The Sentinel is an "alarm system from vehicle to vehicle" provided by the organizer and it is mandatory. Its purpose is to make overtaking process safer; it's a mechanism that indicates to a driver that he can be overtaken. This system should operate at all times during the Selective Section. The connection of the equipment is the responsibility of the driver. The riders reached by another competitor must step aside and allow space for overtaking.

**21.3 TRACKING SYSTEM**

The Iritrack is provided by the Organization and its use is compulsory.

It is a compulsory satellite tracking System for all vehicles that are part of the competition that also allows to make immediate phone calls between the competitor and the Clerk of the Course (it is used only in emergency cases but it must be always on).

Alarms and alerts can be switched either automatically or manually.

**A) Automatic mode:**

- 1 - Alarm Swat (decelerometer), followed by a 3- minute stop,
- 2 - Abnormal inclinations (inclinometer), followed by a 3-minutes stop.

**B) Manual mode:**

- **Blue button:** call to the race control
- **Red button:** accident with body injuries,
- **Green button:** accident without body injuries or mechanical problems.

**C) ASSISTANCE IN CASE OF ANOTHER COMPETITOR'S ACCIDENT**

1) It is reminded that the ethical code requires a competitor to stop in case of another competitor's accident so as to make sure that the most appropriate intervention mode is carried out and that they can get help and assistance.

We also want to remind you that important procedures are put to work to shorten the intervention time.

2) Any competitor who witnesses an accident involving injured competitors must proceed as follows:

- Stop,
- Press the Iritrack red button,
- Provide 1st aid to team members and obtain information about their condition,
- Press the Iritrack blue button to enter into communication with race control and report on the situation,
- Wait for the arrival of aid or another competitor,
- Press the Iritrack green button to indicate that he is leaving the scene.

3) The total time of detention (if more than 3 minutes) between the 2 Iritrack alerts (red button to stop and go green) will be deducted from the time set in the special the same day, only for the first 2 competitors who stop in the accident, upon the request of the competitor to the race control within 30 minutes after finishing the leg. The total stopping time can be verified and validated with the Iritrack and / or the GPS Unik.

4) Competitors who fail to comply with the requirements of this Article shall be reported to the Stewards who may impose penalties such as those provided in the Sporting Code.

**D) General conditions**

Throughout the duration of the Rally, the competitor is considered to be responsible for the proper running of the Iritrack. It shall run continuously and remain connected with the power and antenna connected for the duration of the each leg.

Any incident caused by the competitor (loss, destruction, shutdown, etc.) and / or attempted fraud or manipulation found will entail a penalty to be decided upon by the Jury and may go as far as exclusion.

The Iritrack **must be connected directly to the battery** (without passing through the power cut) for a possible performance with the engine cut. Otherwise, the competitor must put the vehicle in compliance to pass scrutineering.

Should the battery not be in a condition to feed this unit at the start of an SS, start will be rejected.

**E) Indications request to Rally Control**

The rider has the possibility to communicate with the Rally Control in order to get indications to find a waypoint.



This communication is made by pressing the green button of the Iritrack, followed by pressing the blue button.

The use of this alternative will be penalized as follows:

Time penalty for the waypoint concerned + 1 hour

Financial penalty of USD 50 per communication

#### **21.4 DISTRESS BEACON**

Not applicable.

### **22. PENALTIES**

Standard Penalty (PF): Each PF will represent a penalty of 5 (five) hours.

Sporting Penalty (PS): Each PS will represent a penalty of 20 (twenty) hours.

Maximum number of PS to score points: 2 (two).

### **23. SAFETY PLAN**

#### **23.1 AERIAL MEANS**

There will be one sanitary helicopter covering the event, plus a TV helicopter that can transport patient in case of need.

#### **23.2 LAND-BASED MEANS**

The plan includes 3 x 4WD ambulances and 2 x intensive care ambulances covering the event.

#### **23.3 COMPOSITION OF THE MEDICAL STAFF**

All medical provision will be in accordance with 2017 FIM Cross Country Rallies Appendices.

There will be at least 4 doctors and 11 paramedics working for the event full time on the aerial and land-based means mentioned above.

The medical staff of the hospitals of the different areas will be on alert.

#### **23.4 RETIREMENT - EXCLUSIONS**

In the case of retirement, the rider or entrant must notify by all means and as soon as possible to the rally headquarters. Phone number of Headquarters: + 54 9 351 3 99 40 81. Failure to comply with the obligation to report retirement, and if a specific search is made, the competitor will be financially responsible for this search. Furthermore, under the decision of the Jury, the FMNR of the competitor may be requested to impose further sanctions.

The transportation of a competitor by helicopter, or any vehicle of the organization or of the media during a stage or part of it will result in the exclusion of such competitor.

### **23.5 CLOSURE OF THE ROUTE**

A "sweeper" vehicle of the organization will close the route of the event, as indicated in the Road Book.

In those sections where the route can reach 10 km wide, it is impossible to guarantee that the sweeper vehicle will pass through the exact place where a broken vehicle is located. It is the duty of the competitor to signal it through the survival equipment on board.

**This vehicle will pick up people whose vehicles are damaged or out of service, but in no case damaged vehicles will be towed or transport.**

Competitors who refuse to get on-board the sweeper vehicle will take their own responsibility and must sign a release letter that will be handed by members of the organization in charge of closing the route.

No claims can be made to the Organizers, based on the consequences of this rejection.

### **23.6 MEDICAL AND SURVIVAL EQUIPMENT**

Competitors must carry on board the medical and survival equipment described below:

#### ***a- Medical equipment***

Each vehicle must carry a small first- aid medical kit comprising:

- Eye lotion (boroclarine or equivalent)
- A pain killer (aspirin or equivalent)
- Two antidiarrhoeic (immodium, ercefuril or equivalent)
- An antibiotic (oracilline, totapen or equivalent)
- Bandages, a packet of sterile compresses, adhesive tape, 5 safety pins.
- A skin disinfectant (betadine or equivalent)
- A suncream for skin and lips.
- Vitamin C to chew
- Nergisport Sodium Pills.

#### ***b- Survival equipment***

Each vehicle must carry (compulsory):

- a water reserve of 2 l. per rider.
- a 10 m towing wire.
- a pocket lamp.
- a mirror (for distress signals)
- a compass
- a general map
- a lighter
- a safety beacon

Any crew unable to present all these elements for the survival equipment at the start of a leg will be forbidden to start by the Clerk of the Course until this situation is rectified and may incur a penalty as far as exclusion applied by the Jury in the case of a second offense.

The safety and survival equipment must be easily accessible so that the Clerk of the Course can eventually check them at the start of each leg, while competitors remain seated in the vehicle.

## 24. WAIPOINTS RADIUS

Type of Waypoints	Unmasking Radius (in meters)	Validation Radius (in meters)
<b>WPV</b>	Always visible	200
<b>WPE</b>	Unmasking of after the validation of the previous Wpt, or 3000 m	200
<b>WPM</b>	800	200
<b>WPS</b>	1000	90
<b>WPC</b>	Never	300
<b>CP</b>	1000 (car DZS)	90
<b>DSS</b>	WPE or WPV if no liaison	200
<b>ASS</b>	1000	90
<b>DZ</b>	1000	90
<b>FZ</b>	WPE	90
<b>DZS</b>	1000	90
<i>WPB *</i>	<i>Never</i>	<i>300</i>
<i>WPO **</i>	<i>1000</i>	<i>90</i>