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1. PUBLICATION

ATACAMA RACE SPORT SpA/ ATACAMA RALLY is organizing the third round of the 2019 FIM Cross-Country Rallies World Championship and the National Championship of Rally Cross Country Chile under the patronage and on behalf of the FMC (Federación de Motociclismo de Chile). This event will take place in accordance with the relevant legal and administrative requirements of the host Country and with the FIM Sporting Code, the relevant FIM Technical Regulations, the FIM Medical, Anti-Doping and Environmental Codes, the FIM Disciplinary and Arbitration Code, the **FIM Cross-Country Rallies World Championship** Regulations and its Appendixes, this present Supplementary Regulations and any rule and regulations adopted by the FIM International Jury.

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

FIM approval: **IMN No 801/03 Cross-Country Rally World Championship**
IMN No 809/03 Veteran's Cross-Country Rally Trophy
IMN No 810/03 Women Cross-Country Rally World Cup
IMN No 811/03 Quads Cross-Country Rally World Cup
IMN No 812/03 Junior Cross-Country Rally World Cup

FMNR approval: **FMC**

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

Any matter not provided for in the relevant FIM Cross-Country Rallies Appendixes or these Supplementary Regulations will be subject to interpretation by the FIM International Jury.

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

2. ACCESS

Nearest airport: Arturo Merino Benítez, International Airport (Arrival and return to Chile)

Dessert of Atacama, National Airport, Copiapó city (Start& End of the Rally)



3. ORGANISING COMMITTEE

Organizer, CEO & General Director of Atacama Rally: Gerardo Fontaine

Members: Enrique Araya
Ricardo Arancibia
Cristóbal Montalva
Angie Franco

4. ADDRESS OF THE PERMANENT SECRETARIAT

ATACAMA RALLY& ATACAMA RACE SPORT SpA/ San Pio X 2460 of 706, Providencia, Santiago de Chile – Chile.

E-mail: secretaria@atacamarally.com, web: www.atacamarally.com

5. LIST OF RACE OFFICIALS

OFFICIAL	NAME	LICENCE N°
FIM Representative	Pedro Venturo Jr.	
FIM Jury President	Jean-François Wulveryck	12548
2nd FIM Jury Member	Erick Nevels	13080
3rd FMNR Jury Member	Karla Zaro	TBA
Clerk of the Course	José Tomas Diaz	TBA
	SUPER LICENCE FIM	
Route Director	Jaime Santos / Sebastian Cesana	
FIM Technical Director	Andrés Salazar	12989
FMNR Technical Steward	Leonardo Yoma	TBA
Chief Medical Officer	TBA	TBA
Environmental Steward	Cecilia Poblete	TBA
Chief Timekeeper	Hugo Gavilán	TBA
Safety Officer Emergency control	Cesar Cabreira	10723
Competitor Relations Officer	Antonio Tagle	
Secretary of the meeting	Rosario Arriagada	
Press Attaché/ Head of Media	Juan Esteban Lastra	
Sport Secretary	Angie Franco	

The list of official and judges of fact -with name and license number – of the Organization will be posted on the official notice board and communicated to all participants and members of the Jury.



6. EVENT PROGRAM

6.1. Date of registration opening: 08/04/2019

6.2. Date of registration closing: 18/08/2019

6.3. Date of publication of entry list: 26/08/2019

6.4. Opening of Press room and accreditation center:

Place: Antay Hotel, Copiapó

Time: Saturday 31th, August 2019 (17:00hrs)

6.5. Administrative control and collection of equipment and documents:

Place: Antay Hotel, Copiapó

Time: Saturday 31th, August 2019, 14:00 – 18:00 hrs (National Riders)

Sunday 01st, September 2019, 09:00 – 18:00 hrs (International Riders)

6.6. Preliminary Technical inspection:

Place: Antay Hotel, Copiapó

Time: Sunday 01st, September 2019, 09:00 – 18:00 hrs

6.7. 1st meeting of FIM International Jury:

Place: Antay Hotel, Copiapó

Time: Sunday 01st, September 2019, 19:00 hrs

6.8. Competitors' Briefing (compulsory):

Place: Antay Hotel, Copiapó

Time: Monday 02nd, September 2019, 11:00 hrs

6.9. Press Conference before the Start:

Place: Antay Hotel, Copiapó

Time: Monday 02nd, September 2019, 10:00 hrs

6.10. Compulsory Briefing on Safety items (amateurs' riders):

Place: Antay Hotel, Copiapó

Time: Monday 02nd, September 2019, 09:00 hrs

6.11. Publication of Start list for the super special (Prolog):

Place: Antay Hotel, Copiapó

Time: Monday 02nd, September 2019, 10:00 hrs

6.12. Delivery of Road Book – Prolog and 1st Leg:

Place: Antay Hotel, Copiapó

Time: Monday 02nd, September 2019, 10:00 hrs

6.13. Prolog:

Place: Tierra Amarilla

Time: Monday 02nd, September 2019, 16:00 hrs

6.14. Protocol Start:

Place: Tierra Amarilla

Time: Monday 02nd, September 2019, previous to prolog (16:00 hrs)

6.15. Schedule of Legs and competitors briefing:

Monday	September 2 nd		
	Publication of Protocol Start	10:00	Antay Copiapó
	Delivery of Road Book	10:00	Antay Copiapó
	Competitors Briefing	11:00	Antay Copiapó
	Prolog	16:00	
	Leg 1 Start List –Publication	20:00	
Tuesday	September 3 rd		
Leg 1	Tierra Amarilla – Tierra Amarilla		
	Transfer to SS1	10:00	
	SS1	11:00	
	Transfer to Bivouac		
	Deliver of Road Book	14:30	Bivouac
	Publication of next Day Star List	19:00	Bivouac
	Briefing	20:00	Bivouac
Wednesday	September 4 th		
Leg2	T Amarilla- Huasco – T. Amarilla		
	Transfer to SS2	8:00	
	SS2	8:30	
	Transfer to Bivouac		
	Deliver of Road Book	15:00	Bivouac
	Publication of next Day Star List	19:00	Bivouac
	Briefing	20:00	Bivouac

Thursday	September 5 th		
Leg 3	T. Amarilla – D. Almagro		
	Transfer to SS3	8:00	
	SS3 – (Marathon Stage)	9:00	
	Transfer to Bivouac		
	Deliver of Road Book		(Arrive to Bivouac)
	Publication of next Day Star List	19:00	Bivouac
	Briefing	20:00	Bivouac
Friday	September 6 th		
Leg 4	D. Almagro – T. Amarilla		
	Transfer to SS4	9:00	
	SS4	10:00	
	Transfer to Bivouac		
	Deliver of Road Book		(Bivouac)
	Publication of next Day Star List	19:00	(Bivouac)
	Briefing	20:00	(Bivouac)
Saturday	September 7 th		
Leg 5	T. Amarilla – T. Amarilla	11:30	
	Transfer to SS5		
	SS5 P1 – P1	12:30	
	Transfer to Parc Ferme	13:30	
	Final Steward meeting	15:30	Tierra Amarilla
	Provisional Classification	16:00	Tierra Amarilla
	Final Classification	16:30	Tierra Amarilla
	Final Podium	17:00	Tierra Amarilla
	Party Prize Giving	22:00	Antay Copiapó

6.16. Finish of the Rally:

Place: Tierra Amarilla

Time: Saturday 07th, September 2019, 17:00 hrs

6.17. Final Parc Ferme:

Place: Tierra Amarilla

Time: Saturday 07th, September 2019, after special



6.18. Final Technical Inspection:

Place: Tierra Amarilla

Time: Saturday 07th, September 2019, 14:00 hrs

6.19. Final meeting of FIM International Jury:

Place: Hotel Antay

Time: Saturday 07th, September 2019, 15:00 hrs

6.20. Publication of Final Provisional Classification:

Place: Hotel Antay

Time: Saturday 07th, September 2019, 16:00 hrs

6.21. Publication of Final Official Classification:

Place: Hotel Antay

Time: Saturday 07th, September 2019, 16:30 hrs

6.22. Final Podium:

Place: TBA, Copiapó

Time: Saturday 07th, September 2019, 17:00 hrs

6.23. Final Party of Atacama Rally:

Place: TBA, Copiapó

Time: Saturday 07th, September 2019, 22:00 hrs

6.24. Official Notice Board:

September 02Nd to 07th HQ Rally Copiapó & Bivouac (Antay Hotel)



7. RIDERS

7.1. CONDITIONS FOR ADMISSION OF COMPETITORS

The Organizing Committee reserves the right to refuse the entry of a rider, without having to give the reasons of this refusal.

To be registered in Atacama Rally 2019, any person over 18 years, from any country, must hold an **FIM Cross-Country Rallies World Championship license** released by his own National Federation in accordance with art. 70.2.1 of the FIM Sporting Code and Art. 09.1. of FIM Medical Code. To obtain this license from his national federation, the rider must undergo and pass successfully an echocardiogram, once in his lifetime and an exercise tolerance test (ECG) valid for three years.

The rider must hold a driving license according to type vehicle that drive during the race. Any copy of statement of loss or theft of the above-mentioned documents will not be accepted as it does not legally substitute the possession of a driving license conform to the capacity of the motorcycle.

The maximum number of motorcycles accepted is 100.

Any rider who is replaced by another one on his motorcycle during the race will be excluded from it, as well as the motorcycle of this last-mentioned driver.

The Rider is responsible of the behavior of his mechanics, his assistants, his manager, his press staff and any infringement to the regulations will be borne by the Rider.

The rider enters Atacama Rally2019 at his own risk, being fully aware of the danger associated with the event. For this reason, the rider relieves the Organizer, the FMC and the FIM from any penal and/or civil responsibility in case of physical and/or material damages incurred as a result of his participation in the event.

7.2. ENTRY FORMS

Any person wishing to take part in the Atacama Rally 2019 must send to the sportive secretariat the signed entry application along with the authorization from their FMN and accompanied by the amount of the entry fee that will be increased by 50% for the riders not accepting the optional advertising of the Organizers.

-Registration applications are available in the website www.atacamarally.com or by e-mail to: secretaria@atacamarally.com

It is highly recommended download the Entry Form File in the website and send by e-mail to the sportive secretariat.

The entry fee is valid to August 18th, 2019; after which 30% will be added.

-After having been approved by the Organization Committee, entry requests must imperatively report the final names of participants. They are selected according to their arrival order at our Secretariat and they are accepted only if accompanied by entry rates up to date.

-Requests arriving at the Secretariat without the full registration rates paid will not be taken into account.



Up to the time of the Controls, the rider shall be free to replace the motorcycle entered.

If a motorcycle does not correspond, in its configuration when presented for the technical Controls for Scrutinizing, to its entry category, the motorcycle concerned may, on a proposal by the Technical Stewards, be transferred by the International Jury to another category.

The entry fee will be fully reimbursed:

- a) To applicants whose entry has been refused;
- b) In the event that the Rally is cancelled.

7.3. RALLY ENTRY RATES

- **REGULAR PRICE:** From 02-06-2019 to 19-08-2019

Bike / Quads: EUR 4.900€

Bracelet Assistance **EUR 600€** / Assistance Vehicle: **EUR 300€**

- **SPECIAL PRICE 1:** From 08-04-2019 to 14-04-2019 (1 assistance included)

Bike / Quads + 1 assistance: EUR 4.300€

Bracelet Assistance: **EUR 600€** / Assistance Vehicle: **FREE**

- **SPECIAL PRICE 2:** From 20-04-2019 to 01-06-2019

Bike / Quads: EUR 4.600€

Bracelet Assistance: **EUR 600€** / Assistance Vehicle: **FREE**

The entry closing is on August 18th, 2019 all entry after date indicated will be analyzed and will have an extra charge of 30% on your entry fee. The competitors who registers after August 18th, will lose some benefits included in the Entry rates.

The competitors and his team are responsible for payment of tax by international transfer must consider additional EUR 65€ in the payment of your registration fee.

To qualify for the presale 1 and 2 the competitor must have paid their registration before the closing dates.

7.4. PAYMENT

- Cash: At our offices in Santiago of Chili
- Bank Transfer or Bank Deposit (please contact to: secretaria@atacamarally.com)
- No checks accepted.

INFORMATION FOR BANK TRANSFER:

Please contacting by e-mail to sports secretary to: secretaria@atacamarally.com for transfer instructions.



The entry rates include:

- Sporting rights for competitors
- Medical Assistance terrestrial, air rescue ambulance and hospital
- Vehicle stickers for access to the rally and the service areas
- Rights for assistance in areas defined race and bivouac
- Road book
- ID Bracelet
- Access to Bivouac
- Dinners in each stages of competition (competitors and assistance registered)
- Stella System (GPS / Tracking/ sentinel) provided to the Organization
- Daily snack Point for registered competitors and assistance
- Award Ceremony
- Insurance against Third parties
- Medical Insurances
- Entry to the ceremony and award party

The entry rates don't include:

- Transport of vehicles to Chile and back
- Transport of individuals to Chile and back
- Air ticket to / from Chile
- Sport compulsory license for competitors
- Transport vehicle in case of damage
- Hotels (the organization will provide an offer list in June)
- Drinks and extra at bivouacs and in hotels (also in the official hotels of the rally)
- Fuel
- Toll
- Brackets for Stella System
- All what is not mentioned under the section "Entry Fee includes"

7.5. SECURITY GUARANTEE

It will be required a credit card guarantee for safety equipment (Stella) This guarantee will be requested in administrative checks when picking your safety equipment. See Art. 21.4.of THE SRs.

7.6. ASSISTANCE REGISTRATION RATES

The Assistance registration rates per person are the following:

- Person of assistance: **€\$ 600**
- Vehicle of Assistance: Regular Price €\$ 300 / Free in special price 1 & 2**
(If the rider is enrolled in the first presale will be considered 1 person of assistance Free)

It's compulsory to complete the entry form before of August 18th



7.7. TRANSPORT & CUSTOM

The "Rally plate" released by the Organization, included in the rates, allows to:

- Work within the assistance areas reserved for this purpose (bivouacs and assistance point in race)
- Access to the areas reserved for the rally along the route, parking zone.

Riders and teams should worry about the temporary admission process (importing and exporting) of competition vehicles.

7.8. ENTRY REFUSAL – WITHDRAWAL – NO SHOW

Cancellation of registration and reimbursement requests, in order to avoid any complaint, must be communicated only through registered written communication and by e-mail message, sent to Atacama Race Sport SpA San Pio X 2460 of 706, Providencia Santiago de Chile e-mail: secretaria@atacamarally.com

In case of withdrawal, participant must inform Atacama Rally Secretariat by registered written communication and he/she will have the right to:

- Reimbursement of 50% of the paid rates if withdrawal is communicated before 18/08/2019
- Reimbursement of 25% of the paid rates if withdrawal is communicated before 18/08/2019
- Starting from 25/08/2019, withdrawal will not give any right to reimbursement. In case of certified body injuries suffered after registration and payment at Atacama Rally Race (a copy of which documents must be forwarded to the Sportive Secretary), competitor will have the right to assign all or part of the fees paid to another participant within 08/08/2019.

This implies payment of an extra EUR 500€, fee, beside the update of the entry fee applicable at the moment of such communication.

All refund requests before the Administrative Controls automatically imply that the "Terms of Participation" is agreed, even if the participant had not signed it. The total rights of registration rates will be reimbursed to competitors whose registration request has been refused by the Organizing Committee. Competitors who will be refused the start according to noncompliance of their vehicle or of their documents at the technical and administrative checks are not entitled to any reimbursement of their paid rates.

7.9. CANCELLATION OR RESCHEDULING OF THE EVENT

In case the start of the event cannot take place, for any reason, among which the refusal or the withdrawal of the authorizations by the Federations, the authorization for passage over certain territory, any political or natural disasters (earthquake, tsunamis, volcanic eruption, flooding, etc.) upsets along the crossed cities and Regions, which might make impossible the Rally running, economic hindrances which make impossible the technical and sport event organization, etc.



ATACAMA RALLY will not be in debt towards participants but only for the registration rates paid. In case of the rescheduling of the Rally start, ATACAMA RALLY will immediately inform each participant of the new calendar of the race. If competitors will not be able to participate at the race due to such change of date, they have only eight (8) days to ask reimbursement of their registration rate through registered letter. Any case participants will not be allowed to any compensation.

8. VISAS AND OTHER

Visa: It not required for most countries, for more information see the following website

<https://chile.gob.cl/milan/tramites/para-extranjeros/obtencion-visas>

http://www.minrel.gob.cl/minrel/site/edic/base/port/inicio_eng.html

Compulsory / recommended vaccinations: no vaccination is recommended.

Vehicles registration: all vehicle registrations are acknowledged, with a temporal admission provided by Customs of Chile, upon entry to the country.

International driving license: international driving license is recommended, but not compulsory. Some rent a car company is demanded.

Customs formalities: according to Chilean law and custom agent services chosen.

9. CATEGORIES

9.1. The categories are as follows:

FIM World Championship (riders and manufacturers)

-Category 1: MOTO

FIM Cross-Country Rally World Cup (only riders):

-Category 2: Quads

Class FIM Cross-Country Rally World Cup & Trophy (only riders):

-Class 1: Women World Cup

-Class 2: Junior World Cup

-Class 3: Veteran's Trophy



9.2. FMC National Cross-Country Rally Championship

- Category 6: 450 & Over 450 (do not count towards the FIM World Championship or Cups)
- Category 7: Quads (do not count towards the FIM World Championship or Cups)

Atacama Rally is part of the National Cross-Country Rally Championship, regulated by the Chilean Federation of Motorcycling, FMC. Riders who participate in this category must submit to the official regulations of the FIM and this SR.

The points that are obtained will be included in the annual table regulated by the National Commission of cross-country rally and the FMC.

9.3. Atacama Rally Categories

- Category 7: 450 & Over 450 (do not count towards the FIM World Championship or Cups)
- Category 8: Quads (do not count towards the FIM World Championship or Cups)

In this category, the machines over 450, are based on series production machines, registered (allowed to be used on roads open to public traffic), which can be modified and/or equipped for off-road cross-country rallies competition.

The main parts may be modified, with the exception of the crankcase, but must fulfill the FIM Technical Rules for Cross-Country Rallies – over 450cc Trophy category.

The capacity is from 450cc up to 1300 cc single or twin cylinder.

The rider/manufacturer will not score points in any FIM / FMC Championship or Cup.

Category 7 & 8 are regulated under the same specifications as Category 1 and 2 but don't compete for the World Cup Cross Country Rally and FIM World Championship. They are riders who are enrolled in the Rally, but don't have a license to run in the FIM World Championship or World Cup FIM.

Riders of the category "Atacama Rally" must have a license from FMN and accident insurance. They will be required in the administrative checks

10. IDENTIFICATION

10.1. ACCESS AT THE RALLY

Access at the Rally (start and finish of the Selective Sections, Assistance Points, Bivouacs, etc.) is exclusively reserved to all those wearing the identifying bracelet of Atacama Rally 2019 (competitors, assistants, organization members, media delegates, federations officials) and to all vehicles officially registered (competitors and assistance) supplied with the official stickers of the Atacama Rally 2019 appropriately applied according to the sealing plan of SR.

Any infringement of this rule will imply the exclusion of the participant and his team.

10.2. IDENTIFYING BRACELET

Each participant at the Atacama Rally 2019 (competitors, assistants, organization members, press delegates, federation officials will get an identifying bracelet, included in the registration rate. Identification bracelet will be systematically checked by the Organization at every meal, at each assistance point or assistance area and at the entrance of the Prize Giving Ceremony. At each request by the Organization officials, participants must show the bracelet. For any infringement found by an Organization official or in case of damage of the bracelet, the participant must ask the person in Charge of Relations with Competitors in order to replace the damaged bracelet. See also FIM CCR World Championship Appendices Art. 080.7.4.

10.3. SEALING OF VEHICLES

See FIM CCR World Championship Appendices Art. 080.8.2.1.

11. ADVERTISING

Competitors are allowed to apply all type of advertising on their motorbikes, given that: a) they are authorized by FIM regulations and by the laws of the Countries crossed by the race b) they are not against public decorum c) they do not prevent the use of the reserved space to the plates holding number and to the compulsory advertising of the Organization.

A bib and the plates holding number for the race and the compulsory advertising of the Organization will be supplied at scrutineering (see scheme below). The competitor must keep the needed spaces over his vehicle for sticking such plates and ads. Should the vehicle have not enough places, this must be foreseen by the rider before attending the technical checks; in no case it is allowed any modification of the stickers (cut, trim, etc.).

The bib cannot be cut nor modified. In any case, the upper edge of the rear bib must not be more than 20 cm. far from the competitor's neck. Exceptions are not admitted.

Compulsory advertising (see also FIM CCR World Championship Appendices Art. 080.7.4):

For bikes:

- 1 front rally plate sticker 25x18 cm with race number and sponsor of the event (N°1)
- 2 side plates sticker 25x18 cm with race number and sponsor of the event (N°2)

For quads:

- 1 rally plate stickers 28x18 cm with race number and sponsor of the event (N°1)
- 2 side plates sticker 28x18 cm on the ailerons with race number and sponsor of the event (N°2)

For all:

- 2 side plates sticker 12x12 cm compulsory with the advertising of the Organization (N°3)
- 2 side plates sticker 12x 8 cm compulsory with the advertising of the Organization (N°4)
- 1 bib 26x30 cm (in full size) on the back with race number and sponsor of the event (N°5)

Missing or having a bad posting of a compulsory advertising at any moment of the race will imply a penalty:

-FIRST INFRACTION: penalty of 50% of the registration rate; the rider must deposit the money penalty in order to take the start at the next day leg.

-SECOND INFRACTION: disqualification

The Officer in Charge of Relations with Competitors, available at the Race Direction HQ -PC Course will keep some emergency spare plates and stickers, for the whole duration of the Rally, in case of loss or damage. Competitor should ask in case he needs to replace any of them.



12. STARTING ORDER

12.1. ASSIGNING NUMBERS

Based on FIM art. 080.6.1, the race numbers will be assigned as here following:

The 5 first numbers of each category will be allocated in the ascending order to the 5 first riders who scored points in the FIM Cross-Country Rallies World Championship/World Cup of the previous year.

Each Organizer will allocate the remaining free numbers to the other riders. However, they should when possible give a rider the same starting number this rider had if he rode previously in another round of the FIM Cross-Country Rallies World Championship of that year.

- I. FIM World Championship 450cc -numbers from 1 to 99: plate with white background, black numbers
- II. Quad – numbers from 100 to 150: plates with White background, black numbers
- III. Women: plates with purple background, white numbers
- IV. Junior: According to the category of your bike
- V. 450cc &Over 450cc (Others Category) plates with yellow background, black numbers

12.1.1. PERMANENT NUMBERS

1	Toby Price	KTM	RED BULL/KTM FACTORY RACING
2	Pablo Quintanilla	Husqvarna	ROCKSTAR/HUSQVARNA FACTORY RACING
3	Mathias Walkner	KTM	RED BULL/KTM FACTORY RACING
4	<i>Paulo Gonçalves</i>		
5	Ricky Brabec	Honda	HRC
6	Sam Sunderland	KTM	RED BULL/KTM FACTORY RACING
7	Kevin Benavides	Honda	HRC
9	Ignacio Cornejo	Honda	HRC
10	Adrien Van Beveren	Yamaha	Yamaha Racing Rally Team
11	Joan Bareda	Honda	HRC
29	Andrew Short	Husqvarna	ROCKSTAR/HUSQVARNA FACTORY RACING
44	Laia Sanz	KTM	RED BULL/KTM FACTORY RACING
77	Luciano Benavides	KTM	RED BULL/KTM FACTORY RACING

12.2. MINIMUM GAP BETWEEN THE LAST MOTORBIKE AND THE 1st CAR:

The minimum gap between the ideal start time of the last motorbike and the start of the first car must be 30 minutes (decided by the Organizer).

12.3. STARTING ORDER:

12.3.1. STARTING ORDER OF SUPER SPECIAL (PROLOG)

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 on Monday September 02nd, 2019 the competitors will start in the reverse order of the competition numbers.

Reconnaissance of the Super Special is permitted on Monday September 02nd, 2019 between 13:00 and 14:00, on foot.



12.3.2. IF A SUPER SPECIAL STAGE (SSS) WAS HELD:

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.

12.4. START ORDER OF FOLLOWING STAGES and LAST LEG:

See FIM 2019 CCR World Championship Appendices Art. 080.17.4. Anyway, the first 15 riders will start every 3 following minutes. The others will start (one by one or two by two) minute-by-minute or 30 seconds by 30 seconds. The starting orders for the last Stage will be at the discretion of the organizers and published in the SR.

Change in the start order:

For safety reasons and according to the Art. 080.17.8 of FIM 2019 Appendices CCR World Championship: "At the end of each stage, the FIM International Jury may reposition a rider, at their own discretion, upon request from the rider to the Clerk of the Course, in regards to the start order of the following stage.

In no case can such a repositioned rider start in front of a rider appearing among the first fifteen in the starting list of the next stage.

The number of reclassifications will be allowed at the discretion of the FIM International Jury. The request must be done before the daily evening."

12.4.1. NO START OR ABANDON IN A SELECTIVE SECTION / LEG

A rider, who does not start a Leg, must still present himself / be represented by somebody at the start of the Leg or have informed the Clerk of the Course before the start of the Stage.

In this case, he will receive a penalty as follow:

See FIM 2019 CCR World Championship Appendices Art. 080. 17.9

-The repositioning is permitted, without penalties

-The restart is permitted but with penalties

In no case can such a repositioned rider start in front of a rider appearing among the fifteenth in the starting list of the next stage.

Only the request presented by the Rider on the Official form given by the Clerk of Course will be accepted.



The request needs to be done before 17h00 on the day prior to the stage.

In case the abandonment has been by accident, the rider will require a pass of the race doctor to be submitted to the Clerk of the Course at the latest in the morning before the start.

12.4.2. CROSSED OUT NUMBERS FOR RETIREMENT / DISQUALIFICATION

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 other possible sanctions pronounced by the FIM International Jury.

13. NAVIGATION AND ROAD BOOK

The Rally track is secret up to the delivery of the first stage Road Book and the GPS to competitors. Any scouting of the track is prohibited, under pain of disqualification. Road book, descriptions, legends and outlined maps of the first leg of the race will be delivered to riders at the Administrative checks. Then the road book of each following leg will be delivered every day when the rider arrives to the Bivouac, or at the Race Secretariat.

Riders arriving at the bivouac over time must look for the Race Secretary.

Information given by the track openers are communicated to the competitors at the briefings and by postings.

13.1. OPEN ROUTE

Selective sections are developed on a route or off track that not be reserved exclusively for competitors. It is recommended that the utmost caution with respect to other users that may appear interpretively.

13.2. OFFICIAL ITINERARY

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

The official itinerary of the Rally is defined by a number of Waypoints (WPV, WPM, WPE, WPS, WPC, DZ, FZ, CP) localized on the road book guarantees the respect of this itinerary by the riders. Each point will be numbered in chronological order on the road book and in the GPS.

All the GPS points will be considered as COMPULSORY passage points.

For all stages, the validation is in order to the following table:

WAYPOINTS	Unmasking of Radius in meters	Validation of Radius in meters
WPV	Always visible	200
WPE	Unmasking after the validation of the previous Wpt or 3000 m	200
WPM	800	200
WPS	1000	90
WPC	Without	300
CP	1000 (because DZS)	90
DSS	WPE or WPV if not on liaison	200
ASS	1000	90
DZ	1000	90
FZ	WPE	90
DZS	1000	90

In any case the competitor can force the Stella equipment to go to next WPT, pressing the green button then select with red button the next WTP.

The penalty for missing waypoints and PCs is summarized in Art 22.5 of the SRs.

13.3. SPECIFIC ASSISTANCE ZONES IN THE SS

Some stage is provided with refueling points according to autonomy obligations of bikes. These points will normally be in association with a passage control point (CP) at the intersection of a paved road or a petrol station.

The assistance it's forbidden in a refueling zone. The refueling zones are security zones and they have a perimeter of 300 meters between the entrance and the exit.



14. PROTECTING THE ENVIRONMENT

The program known internationally as "KISS" (Keep it Shiny & Sustainable) will be inserted in the activities of the third date of the FIM Cross Country World Rally Championship "Atacama Rally". Under this commitment, the first edition of the "Kiss Atacama" will be merged with the program "I Look After the Desert" that Atacama Rally has been developing for 3 years. Its main objective is to clean the desert of the waste that the human being leaves behind and generate awareness and education in the community.

Each participant and/or team member is responsible for the waste generated by his team during the event.

The organizers will provide facilities for waste and used oil collection. It is strictly forbidden to empty onto the ground waste water or oil and any infraction to this rule will be reported to the International Jury who will fine the rider responsible a maximum of EUR 450€.

Where refueling or servicing of a motorcycle is being undertaken measures must be taken to protect the ground. Participants should use environmental mats or other suitable means to cover the ground. This is also compulsory when an electrical generator or any other device with a thermal engine is being refueled or serviced by the rider or the team.

Sensitive area around the Bivouac must be respected and details will be provided at the compulsory competitors briefing on Monday 02nd September, 2019 at 11:00 hrs.

Any infringement by the participant (who is responsible for his team) of the FIM Environmental Code can result in a fine, disqualification from the event or suspension, and may also result in the participant or rider being liable for any costs of rectification.

15. TRAFFIC

Throughout the duration of the Rally the riders must strictly comply with the traffic regulations of CHILE. Any competitor who does not comply with these requirements will be penalized as follows:

1st infringement: a time penalty equal to 30 minutes;

2nd infringement: a time penalty of 1 hour;

3rd infringement: disqualification from the Rally.

The police or officials who record any infringement of the traffic regulations by a Rally rider must inform him/her of it in the same way as other road users. Should they decide not to stop the rider at fault, they may ask the Organizers to apply the penalties, provided that:

a) Notification of the offence reaches the Organizers through the official channels and in a written note, before posting of the classification of the stage during which the offence was committed.

b) The reports of offence are sufficiently detailed to ensure that the identity of the rider at fault is established without any doubt and that the places and times of the offence are perfectly correct.

The complaints are not capable of being variously interpreted.



15.1. CROSSING OF POPULATED AREAS

-Competitors

Speed of competitors while passing through populated areas, both along transfers as well as along Selective Sections, should be limited to 50 km/hr or less if specified by the local road signs. All areas considered dangerous for competitors or for the local people are indicated on the road book.

-Assistance vehicles

Speed of assistance vehicles through cities and villages crossed while following the assistance road-book, will be limited to 50 km/hr or less, if specified by the local road signs. Any excess is forbidden. Organization staff can proceed to check anytime and the International Jury Commissaries can settle on concerned penalties.

All violation of assistance vehicles will be assigned to their racing team.

15.2. MAXIMUM TIME ALLOWED and PASSAGE CONTROLS

See FIM CCR World Championship Appendices Art. 080.21.1 and Art. 080.22.

15.3. CLOSURE OF THE TRACK

See FIM World Championship Appendices Art. 080.33.

16. FUEL AUTONOMY

16.1. AUTONOMY

Racing vehicles should have a minimum self-sufficiency which allows them to run 250 km. Each competitor is responsible of his autonomy assessment and he cannot in any case, complain with the Organization if his vehicle is not capable to run the minimum distance of 250 km, whatever the terrain is. For safety reasons, it is recommended autonomy of a supplementary 10%. The Organization has foreseen a refueling point every 250 km at the most.

16.2. FUEL

The 95 and 97 octane petrol are available at the main petrol stations service of Chile. For diesel gasoil, is same condition.

On road sections where service stations can supply fuel it is the responsibility of the riders to fill up at their own expense.

16.3. CROSSING OF POPULATED AREAS

-Competitors

Speed of competitors while passing through populated areas, both along transfers as well as along Selective Sections, should be limited to 50 km/hr or less if specified by the local road signs. All areas considered dangerous for competitors or for the local people are indicated on the road book.

-Assistance vehicles

Speed of assistance vehicles through cities and villages crossed while following the assistance road-book, will be limited to 50 km/hr or less, if specified by the local road signs. Any excess is forbidden. Organization staff can proceed to check anytime and the International Jury Commissaries can settle on concerned penalties.

All violation of assistance vehicles will be assigned to their racing team.

16.4. MAXIMUM TIME ALLOWED and PASSAGE CONTROLS

See FIM CCR World Championship Appendices Art. 080.21.1 and Art. 080.22.

16.5. CLOSURE OF THE TRACK

See FIM World Championship Appendices Art. 080.33.

17. INSURANCE

17.1. CIVIL RESPONSIBILITY

Entry rights include an insurance premium which covers the competitor civil liability towards third parties in accordance with Art. 110.11. of Sporting Code. The Organization has subscribed a civil liability insurance policy for sporting event in accordance with the running legislation. The maximum Guarantee Liability amount is:

Bodily Injury

USD 10.000 per person USD 100.000 per occurrence

Property Damage

Limit of liability USD 3.000.--per occurrence USD 3.000.

(Bodily Injury and Property Damage) Jurisdiction According to the Chilean law.

This policy does not cover stealing of the vehicles, spare parts, etc. Also, in case of theft occurred in another city or country that not crossing the Rally, it is not possible to ascribe any responsibility to the Organization. The policy referred to these actual Regulations does not cover:



-Responsibility toward third parties for those competitors who are not holding an international license.

-Responsibility of the competitor/driver toward another participant registered at the Rally. Participants and competitors registering at the Atacama Rally 2019 do so in full awareness of the risks the running of this competition could imply.

Competitors and riders release FIM, the Organizers and the Race Officials from any civil and penal responsibility in case of physical or material accident occurred along the Atacama Rally 2019.

The Organizing Committee declines all responsibilities:

-On any consequence coming from violation of laws, regulations and precepts of the Country made by competitors which are exclusively at their charge.

-In case of upheaval, turmoil, demonstrations where participants and people on vehicles can suffer casualties, whose material, financial and sport consequences are at their sole charge.

Damages to rally and/or service cars as well as the liability of a crewmember towards other crewmembers are not covered by the insurance provided by the organizers.

Vehicles registered as assistance, press or accompanying V.I.P. guests, also holding their concerned plates, as well as the liability of a crewmember towards other crewmembers in any case cannot be considered as participants at the Cross-Country Rally and they are therefore not covered by any civil responsibility insurance policy of the Rally. SUCH VEHICLES ARE UNDER THEIR OWNER'S RESPONSIBILITY.

17.2. MEDICAL INSURANCE

One Primary health insurance is included. However, the competitors must have personal accident and repatriation insurance (generally required by his FMN) to supplement the insurance of the organization, according to the Chilean legislation.

Every competitor participating in the FIM Cross Country World Championship has an international insurance valid for the World Championship in accordance with the following terms:

INTERNATIONAL MEDICAL INSURANCE - INFORMATION FOR RIDERS

WELCOME TO TSM ASSISTANCE

The details of TSM are mentioned in your FIM license, so your federation and you have subscribed to the health care program. TSM provides an insurance solution when competing in a FIM competition for medical assistance only during the time of the event and the place (places) of the competition. The insurance is valid only during the events included in the FIM calendar and for which the international license is valid and only in the country (countries) of the event. The insurance is complementary and / or subsidiary of your health insurance system and / or public or private insurance existing in your country of residence and the Organizer (in the case of Cross-Country Rallies). Reimbursement, advance or coverage of actual expenses in addition to the primary health insurance system or some other complementary public or private plan.



Emergency medical costs limited to a maximum of CHF 400,000 or CHF 125,000 for some particular cases.

WHO IS YOUR ASSISTANCE / INSURANCE COMPANY?

TSM Insurance Company based in Switzerland

HOW TO CONTACT US - HOW TO REPORT A CLAIM

Immediately the insured rider or his team or member of the family or medical authorities of the site should contact TSM. A single number - which works 24 hours a day for 7 days to provide immediate and effective assistance.

- In case of accident / illness during the event, contact the Assistance provider immediately

Phone: +41 22 819 44 59

e-mail: operations@tsm-assistance.com

- When you call, you must provide the following information

- License number and name of the pilot
- Event number (IMN) or at least the place of the event
- FIM insurance contract number: 2000714
- Place of residence of the rider (as stipulated in the Extranet of the FIM by his Federation) and mobile phone number

The FIM insurance policy will cover:

- Emergency medical treatment abroad (only in the country where the event takes place)
- Repatriation to your country of residence (as stipulated in the FIM Licensing Extranet by your Federation)
- Disability and death

In the case of an FIM World Championship or International Cross-Country Rally event, the local assistance provider will take over the repatriation but TSM must be informed of his / her case / accident / injury immediately before repatriation begins.

If you can't call personally, your family, relatives, colleagues or the hospital can do it on your behalf

Please read this document carefully and leave a copy of it in your home so your family member also knows how to help in case of an emergency. In our experience, relatives are often the first to be informed.

OUR SERVICES

The main benefits provided by this insurance are:

- Reimbursement, advance or coverage of actual expenses in addition to the primary health insurance system or some other complementary public or private plan. Emergency medical costs limited to a maximum of CHF 400,000 or CHF 125,000 for some particular cases.
- Unlimited repatriation costs to your country of residence as stated in the license ("permanent residence") of the rider
- An amount of capital in case of death or permanent disability of the injured rider.



In the administrative checks every rider competing for the FIM Cross Country World Championship must pay for the repatriation insurance.

According to what was previously reported for the 2019 edition, FIM has incorporated an accident insurance, implicit in the international FIM license of each competitor. As a security measure and required by the FIM, the organization will incorporate the repatriation coverage for all the competitors of the World Championship. This "Fee" is not expressed in the registration values. The organization will charge this item in the administrative verifications, to each competitor registered by the World Championship. This measure has been made so as not to randomly increase the value of the registration amount and to express it transparently to each competitor. The value will be informed on the event website, www.atacamarally.com.

18. ADMINISTRATIVE DUTIES

The technical, administrative and sports checks will take place on August 31th, 2019 for national riders and Sunday September 01st, 2019 for international riders, every day the starting from 9.00a.m in Copiapó, Chile. (TBA Place) Schedule controls on both dates are free according to the timing informed.

Should he/she not respect the time, he'll be liable of the following penalties:

- The first 15' of delay= EUR 100€
- From 16' up to 1 hour of delay= EUR 150€
- Every following hour of delay= EUR 150€ x hour

A time control will be set at the entrance and at the exit of the Administrative Checks and at the entrance of the Technical Checks. Each vehicle not complying with or not respecting the Regulations of the race after the Technical Checks, could be shifted of category or could be refused to start (under decision of the Sporting Stewards Jury). In this latter case, his/her entry rights will not be reimbursed.

If the number of competitors registered in the Atacama Rally 2019 does not exceed 50, the administrative and technical checks will be carried out only on Sunday September 1st, 2019.

18.1. EACH COMPETITOR

Competitors are the only responsible for their documents validity in order to participate at the Rally on the Chilean territory. In no case the Organization could be considered responsible of the non-validity of such documents.

Competitors commit themselves on their good faith:

- To present documents perfectly in order. Photocopies, theft or loss reports will not be accepted.



Each competitor must present the following original valid documents at the Administrative Checks:

- 2019 FIM Cross-Country Rallies World Championship license.
- Bike driving license according to type vehicle that drive during the race.
- Valid passport or ID.
- Homologated helmet, with indication of blood group.
- Receipt of registration paid rate.
- Photocopy of the transfer or deposit.

Note: on-board cameras are forbidden on helmets and breastplates for safety reasons.

18.2. EACH MOTORBIKE

Must be presented at the Administrative and Technical Checks with the following original documents:

- Valid vehicle registration certificate
- Authorization of the vehicle owner if the registration certificate is not in the name of the rider Failing this, property of the vehicle must be anyway proved (invoice or purchase act).

Competitors must also present the following equipment for inspection:

- Helmet
- Neck protector (It's highly recommended but not compulsory)
- Riding kit
- Kit Stella
- Signaling kit
- Additional water ration Camelback
- Spare engine for marking (if applicable) with a separate gearbox connected to it
- Silencer (motorcycles must pass the noise control test, carried out according to Art. 01.79 of the 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 115dB/A, +2 dB/A before the race and at 117 + 1 dB/A during and after the race.
- Mobile telephone (recommended but not compulsory)
- Satellite telephone (recommended but not compulsory)
- Medical kit (recommended but not compulsory)

18.3. FINAL CHECKS

See FIM CCR World Championship Appendices Art. 080.35. Any protest shall be lodged according to procedure of the FIM Disciplinary and Arbitration Code. They shall be submitted in writing to the Clerk of the Course, within the required time limits, by the concerned competitors and not by third parties. Each complaint should refer only to one single matter and it must be accompanied by the security deposit currently applicable, that will not be returned if the complaint is rejected (see Art. 4 of the Disciplinary and Arbitration Code). Furthermore, if the protest calls for the dismantling and refitting of various parts of a motorcycle, the complainant shall pay an additional security deposit. Concerned competitors must be heard by the International Jury.



19. CLASSIFICATION

See FIM CCR World Championship Appendices Art. 080.34.

19.1. PRIZE AND TROPHY LIST GENERAL CLASSIFICATION:

1st BIKE 1 trophy + prize 2nd and 3rd BIKE 1 trophy each.

- 450cc FIM World Championship Category:

1st BIKE 1 trophy 2nd and 3rd BIKE 1 trophy each

- Women Category:

1st WOMEN 1 trophy 2nd and 3rd WOMEN 1 trophy each

- Junior Category:

1st JUNIOR 1 trophy 2nd and 3rd JUNIOR 1 trophy each

- Quads Category:

1st QUAD 1 trophy 2nd and 3rd QUAD 1 trophy each

- Veteran's Category:

1st VETERAN 1 trophy 2nd and 3rd VETERANS 1 trophy each

Other Awards

- Category 450 National FMC Championship

1st BIKE 1 trophy + prize 2nd and 3rd place 1 trophy each

- Category Quads National FMC Championship

1st QUADS 1 trophy + 2nd and 3rd QUADS 1 trophy each

- Best Rookie Rider: 1 trophy
- Best Assistance: 1 trophy
- Fair Play: 1 trophy



19.2. PRIZE GIVING CEREMONY

The Prize Giving Ceremony will take place in the evening of Saturday September 07th, 2019, at the final podium in Tierra Amarilla City. The organization may change the place of the ceremony award, communicating at the briefing before at the finish and published in the official boards.

20. COMPULSORY SAFETY EQUIPMENT

20.1. Stella

This appliance must be mounted according to the instructions supplied in the website www.atacamarally.com it's up to the competitors to proceed to install it mechanically and electrically according to rules before the technical checks with the help of the mounting kit supplied by the company mentioned in the Supplementary Regulations.

This device is personalized: a series number is given to the competitor; no changes must be done without the authorization of the concerned Stella System supplier.

The Sentinel System (integrated into the Stella System) it's used to ensure the overtaking among competitors: this Alarm System from vehicle to vehicle (a device that allows to signal a competitor that he will be overtaken) is compulsory for all categories.

All changes of devices among vehicles are forbidden, under pain of penalties that can go as far as the exclusion from the race. The system foreseen for the Atacama Rally 2019 is the Stella Anube's Company. All racing competitors must be equipped with this appliance in order to pass the technical checks. The Stella System must be functioning along each stage. The starting of this material is under the responsibility of competitors. Failing this device functioning, a penalty of one hour will be assigned to the pilots at each control. A pilot who has received many sound alarms by another pilot who is following him, and doesn't allow the second one to overtake, could be penalized according to Sport Stewards discretion.

The Stella rental is included in the registration rates. For any consult please contact to: Cesar Cabreira in the e-mail: cabreira@anube.es

This equipment will be delivered and installed along the technical and administrative checks scheduled on August 31th and September 01st, 2019 and it must be returned at the end of the race on September 07th, 2019. The manuals are downloadable from the website www.atacamarally.com at the menu "Atacama Rally" and sub-menu "Safety". In case of complaint, a backup and a check of data of his device will be made.

It's prohibited using any other GPS, that the delivered by organization, during the race.



20.2. SATELLITE TRACKING SYSTEMS

Stella incorporates into its own equipment a controlled security system that uses a satellite telephony communication system through SMS and data. It is a system that allows vehicles to be followed on a satellite basis, and to maintain direct and direct communication through messages between the competitor and the direction of the test (it is used only in cases of emergency but it must always be on). Alarms and alerts can be activated either automatically or manually.

A) Automatic mode:

1- Violent shock alarm (decelerometer), followed by a stop of 3 minutes.

2- Abnormal inclinations (inclinometer), followed by a stop of 3 minutes.

B) Manual mode:

- **Blue button:** Call to HQ Rally Direction

- **Red button:** Accident with injuries

- **Green button:** Accident without injuries or mechanical problems.

20.3. ACCESSORY

Accessories that make up the installation kit are your responsibility and they are account by each competitor, these are for you. Each participant must have the installation kit of each equipment, which has cost approximately of:

- Kits (iridium gps antenna, support, silent blocks, SMA Cable, radio frequency antenna, power cable): USD \$ 160

20.4. RENTAL AND GUARANTEE

The Stella rental is included in the registration rates. It is compulsory for all racing vehicles. For any consult please contact to: Cesar Cabreira in the e-mail: cabreira@anube.es

This equipment will be delivered and installed along the technical and administrative checks scheduled on August 31th and September 01st, 2019 and it must be returned at the end of the race on September 07th, 2019. The manuals are downloadable from the website www.atacamarally.com at the menu "Atacama Rally" and sub-menu "Safety". In case of a claim, a backup copy and a verification of the data of your device is made.

The equipment must be returned at the end of the rally or at the time of abandonment, to the organization. If not returned for the final day of the Rally - September 07th, 2019- in Antay Hotel on Copiapó, the equipment must be returned to the secretary of Atacama Rally Sport (see Art. 5 of the SRs) as soon as possible.

An amount of EUR 50€ will be charged for each day of delay after the September 07th, 2019. To refuse to pay these amounts for backwardness, the guarantee deposit will be paid.

In case of damage or loss of some accessories used for the operation of the equipment, the replacement of these will be charge by the competitor.



The guarantee will be refunded within 20 days after the event, once that conditions the equipment returned to the organization is controlled.

The Stella equipment must imperatively be connected **directly to the battery** (without going through short current) for a possible operation with the engine off. Otherwise, the competitor must make their bike conform to pass the technical scrutineering.

21. PENALTIES

Fixed Penalty (PF): Each PF will represent a penalty of **2 hours**.

Sporting Penalty (PS): Each PS will represent a penalty of **2 hours**.

Maximum number of PS to score points: **2**.

21.1. FIXED PENALTY

A liaison penalty (LP) of each day will be published before the race Art. 80.21.1

21.2. NO START OR ABANDON IN A SELECTIVE SECTION/LEG

See FIM 2019 CCR World Championship Appendices Art. 080. 17.9

21.3. PASSAGE CONTROLS PENALTIES

All controls must be passed in the order defined by the Road Book. In the Passage Control Zone, the speed will be reduced to 50 Km/h maximum.

Competitors are required to stop within the Passage Control Zone to have the Time Card stamped by the PC Controller. Failure to visit any Passage Control will result in a time penalty as in art. 080.22.3 of appendix of the FIM Cross Country World Rally Championship:

-Missing a CP and missing the WPS: 120'

-Missing stamp at a CP: 5'

The controller at each PC will record the time of entry of each competitor in minutes and seconds. In the event the Special Stage is shortened, due to 'force majeure' the times recorded at the last Passage Control will determine the finish times of that Selective.

21.4. CLAIMS

Any participant may submit a claim with the Jury if considered to have been disadvantaged with a penalty or has not sanctioned any situation that warrants it to apply. To begin the grievance process, the rider or team manager must submit in writing the relevant claim, plus a deposit of EUR 200€. If the jury given raises the claim, the money will be returned to the claimant. Otherwise it will not be returned. The stewards must solve the case presented within a maximum of 24 hours from the time the claim was presented.

21.5. SUMMARY OF PENALTIES

SUMMARY OF THE PENALTIES	Art. N°	Start refused	Disqualification	Time penalty	Financial penalty	Decisions Penalties Sanctions of the JI
Refusal of the organisers advertising	Art. 080.4				100% of the entry fee	
Invalid licence	Art. 080.6	X				
Anti-sport, unfair, incorrect or fraudulent action	Art. 080.6					Sanctions of the JI
Motorcycle not registered	Art. 080.7	X				
Engine change 1 st change 2 nd change 3 rd and following change	Art. 080.7.3			15' 45' 120'		
Absence or incorrect affixing of a number plate	Art. 080.7.4			X		Specified in the SR
Absence or incorrect affixing of at least two plates or the bib	Art. 080.7.4	X		X		
Absence or falsification of an identification mark	Art. 080.8.2.1		X			
Absence of the identification marks	Art. 080.8.2.1		X			
Refusal to present the machine to a technical control	Art. 080.8.3					Up to disqualification

SUMMARY OF THE PENALTIES	Art. N°	Start refused	Disqualification	Time penalty	Financial penalty	Decisions Penalties Sanctions of the JI
Non-respect of the maximum sound level during the event 1 st infringement 2 nd infringement 3 rd infringement	Art. 080.8.3			15' 1h		Disqualification
Passing at more than 200m of a WP given by the organiser	Art. 080.11.2			X		Specified in the SR
Use of the GPS releasing code "5555 Emergency"	Art. 080.11.5			6 hours		
Use of the GPS releasing code "WPM" 1 st to 3 rd use: from 4 th use:	Art. 080.11.5			3 hours 6 hours		Per use
Traffic regulations of the countries through which the event passes not respected 1 st infringement 2 nd infringement 3 rd infringement	Art. 080.12			30' 1 h		Up to disqualification
Insufficiency of the rest period between two stages and unfavourable doctor's opinion	Art. 080.13	X				
Itinerary not respected	Art. 080.15		X	X		Up to disqualification

SUMMARY OF THE PENALTIES	Art. N°	Start refused	Disqualification	Time penalty	Financial penalty	Decisions Penalties Sanctions of the JI
Itinerary not respected in sensitive areas of a Selective Section	Art. 080.15					
1 st infringement				15'		
Deliberately blocking the overtaking of a motorcycle	Art. 080.15					Up to disqualification
Riding in the opposite direction in a Selective Section	Art. 080.15		X	X		Up to disqualification
Remaining for more than 30'' after the starting signal	Art. 080.15.1			2'		
Early start	Art. 080.15.1			1'		
Rider not presenting his motorcycle with engine running	Art. 080.15.1			1' by mn late		
Refusal to start at the time and position given	Art. 080.15.1		X	X		Up to disqualification
Voluntary stop in the arrival area of a Selective Section	Art. 080.15.2		X			
Excess of the authorised speed	Art. 080.16					Accord. to Art.
Lateness on the theoretic time at the stage departure	Art. 080.17.1					
Up to 30' or 60'				1' by mn delay		
Over 30' or 60'			X			

SUMMARY OF THE PENALTIES	Art. N°	Start refused	Disqualification	Time penalty	Financial penalty	Decisions Penalties Sanctions of the JI
Absence of the visa in a CP	Art. 080.22.3			X		Accord. to Art.
No start or abandon in a Selective Section/stage	Art. 080.17.8					Accord. to Art.
Assistance and towing of motorcycles in a Selective Section	Art. 080.18.2		X			
Assistance in a Road Section	Art. 080.18.2			3h		Except if authorised in the SR
Prohibited assistance	Art. 080.18.3					Up to disqualification
Correction/ alteration of the time card	Art. 080.19		X			
Loss of the time card	Art. 080.19			5'		
Passing at a control without the motorcycle	Art. 080.19		X			
Instructions of the Chief of the control point not respected	Art. 080.20		X	X		Up to disqualification
Non-respect of the entry, exit and the direction of the traffic in the zone	Art. 080.20					
1 st infringement				10'		
2 nd infringement				1 h		
3 rd infringement				3 h		

SUMMARY OF THE PENALTIES	Art. N°	Start refused	Disqualification	Time penalty	Financial penalty	Decisions Penalties Sanctions of the JI
Behind or ahead of schedule at a TC after a Road Section (except arrival of a stage, no penalty for ahead of schedule)	Art. 080.21			1' by mn		
Failure to observe Parc Fermé orders	Art. 080.25		X			
Failure to possess a part or all of the survival equipment	Art. 080.28					
The first 30'				1' by mn		
More than 30' or 60'						Start refused
Non-declaration of abandonment	Art. 080.32				Fine of 500 EUR to 3'000 EUR	Request of sanction to the FMN's rider
Refusal to cross out the number plates after abandonment/ disqualification	Art. 080.32				Fine of 500 EUR	Request of sanction to the FMN' rider

22. SAFETY PLAN

In case of emergency, the competitor can use the Stella System for a rescue message, with pushing the button according to the given instructions reported on the first page of the first leg Road Book. He can also contact with the Race Direction PC Course through the same system. Through the same system, pressing the emergency button is possible to send the rescue request by satellite system, both day and night.

It's recommended take a Satellite Phone. Trough Atacama Rally, riders can rent a Satellite Phone, but is necessary to request before on August 20th, 2019 at the sports secretary: secretaria@atacamarally.com

The track of the race of the Atacama Rally 2019 it's a loops system and develops between dunes, mountains and the coast zones. The route crosses some minors' villages, which will be duly indicated with DZ, FZ and speed limited.

Routes of liaison and neutralizations shall be regulated by radar zones permanent.

The Chilean police and/or the organization teams will be in crossroads point to guard the race and the population.

The Bivouac will be placed in Tierra Amarilla City, with the possibility that the teams can take Hotels. All participants in 2019 Atacama Rally, should respect the speed into the bivouac which is limited to 20 km/h.

In August, the weather conditions of Chile are the end of the winter season. The chances of rain in the Atacama Desert are low but care must be taken to moderate to high temperatures in the day and low at night.

The rescue phone number will be written over the dossiers given and the bracelet or bike to all competitors at Administrative checks or sent by email before the start.

ASSISTANCE IN CASE OF ACCIDENT

The main duty of a competitor witnessing an accident is to inform at his earliest the medical service stations or any Organization's control point. The competitor witnessing an accident which can be dangerous for any other competitor can use his own Stella system, without facing any sport or economic penalty.

NOTE: The Organization is not in any case responsible for the damage and/or loss of any equipment or personal belongings of a pilot rescued by the Organization staff and vehicles.

See also: 2019 Atacama Rally Safety Plan

22.1. HELICOPTER RESCUE

The organization helicopter is exclusively used for rescue purposes. It's operative and ready to take off when the leg starts.

According to demand, they fly following at low altitude the rally on the track and they are able to answer emergencies also by changing their flight plan when they are needed to suddenly attend an accident, rescue a competitor and transport him to the Medical Centre or ambulance depending on the severity of the accident.



The helicopter is placed on the rally route and has one doctor and one paramedic on board (both specialized in rescue) supplied with first aid equipment apt to attend all emergencies.

The Helicopter is in permanent contact with the HQ Rally Direction and with the other medical vehicles. The Helicopter is also equipped with the Stella System.

The way to transport injured pilots, are subject to the decision of the Medical Officer in Chief who will evaluate the medical conditions of the injured and evaluate the need of a urgent transportation also in view of a long absence of a helicopter, time difficult to be established in advance, which could condition the rescue potential for other competitors still on the track. The helicopter and medical cars are carrying the same medical and rescue equipment including an ECG/defibrillator and spinal immobilizer, one portable suction machine and one respiratory fan as well as a doctor qualified in resuscitation and a paramedic.

One rider to activate the rescue plan or be rescued by other reasons (non-medical) from the special section must pay the flight hours used by the helicopter (valued at USD 3.000 per hour) for having activated an emergency plan not applicable. (Ex: fuel, mechanical trouble, flat tire, etc.)

22.2. LAND MEDICAL SYSTEM

The medical crew of the Atacama Rally counts also on the availability of rescue intervention means as prescribed by the Art. 080.27 of FIM CCR World Championship Appendices, which are:

- Medical Post
- Helicopter
- Several 4x4 off-road (Tango vehicles)

The vehicles are positioned according to the Sporting Code prescriptions, they are also adjusted to the particular type of rally, featured by the desert territory and by the many different zones, by the running conditions of the rally and by the leg's duration.

The Medical post is the main medical reference of the Rally and it is located at the finish bivouac, ready to be operative since the leg of the day is starting with the first bike in the morning. It is positioned on the side of and always in touch with the Rally Direction – HQ Rally. At the end of the day, when all medical assistance and organization services are done, the medical post move to the finish of the following leg in order to be ready for its duty at the time of start of the first bike of the next leg. An emergency specialist and other specialized staff are always available at the Medical post, among which an intensive care qualified doctor and several Paramedic.

The Medical post is equipped with all needed supplementary medications, including a defibrillator and spinal immobilizer and it also has a tent for sun - shading minor injured pilots and some stretchers, plus first aid supply same as the rescue vehicles and the Helicopter have. An extra room is provided on board for the most severe injured.



22.3. COMPOSITION OF THE MEDICAL STAFF

The medical staff is composed by several doctors with a specific qualification for first aid intervention and by specialized doctors in orthopedics, surgery and anesthesia and by qualified paramedic.

Chief medical officer: TBA

A – MEDICAL EQUIPMENT Each competitor must be equipped with a first-aid medical kit: **See Art. 080.27.1 of 2019 FIM CCR Appendix.**

B – SURVIVAL EQUIPMENT Each competitor must compulsorily load his vehicle with the survival equipment: **See Appendix Art. 080.28 Of 2019FIM CCR. In case of loss, for any reason, of the compulsory safety devices (Stella) competitor is the only one responsible against the supplying companies.**

The competitors cannot attend the start of one leg without these compulsory survival equipment, as they can be refused the start by the Clerk of the Course, until they comply with these requests and they might be charged one penalty by the Stewards' Jury which can go as far as the exclusion from the race in case of repeated infringements.

The safety and survival equipment must be accessible without having to be dismantled in order for the Commissaries to check them at each leg start.

Transport of fuel in any other way than in fuel tanks designed for this purpose is forbidden. Similarly, transport of objects, parts, tools, susceptible to cause injuries to a rider (back pack, belt, etc.) is forbidden. Failure to respect this rule will result in the start being refused.

C-BACK SHIELD

The use of a vest with hard back shield is strongly recommended, such as "AIRBACK SPIDI" or "DAINESE BAP" or "UFO BACK PROTECTION" or similar. Protection must be effective all over the back.

On-board cameras are forbidden on helmets and breastplates for safety reasons.



GENERAL INFO

1. FORMALITIES

Attention: passport must be at least 6 months valid. Documents of the vehicles must be in line with the rules together with the list of transported material.

2. AIR TRANSPORT

Competitors must purchase their air ticket with their favorite air company. The only obligations they have are to attend their call time on the day of administrative, sport and technical checks in Copiapó and Tierra Amarillo.

The flight to Chile is advised on Friday, August 30th, 2019 arriving on August 31st to those people who fly from Europe. In Santiago International Airport should take connection to Copiapó, distant 800km from Santiago. (Flight Time: 1 hour). All who need to go to collect their vehicle from Valparaiso Port or Santiago Airport need to think taking the flight few days before.

The Chilean custom work from Monday to Friday to 9:00hrs to 17:00hrs.

The flight from Chilean is advised on Sunday, September 07th, 2019 according to destination or on Monday, September 08th, 2019 if you have to deliver your vehicle to the custom. Check timetables and connections of their national and international flights.

The rally finish in Tierra Amarilla City and you should take a flight from Atacama Airport to Santiago. (Distant to 800km from Santiago/ Flight Time: 1 hour).

3. HOTEL

The participants of the Atacama Rally 2019 are free to choose their hotel accommodation or stay at the Bivouac. In the city of Copiapó (Antay Hotel) will be the administrative and in the city of Tierra Amarilla will be the technical checks, as well as the competitive stages, the ceremony and the closing party.

The organization will publish a list of hotels in the city of Copiapó and Tierra Amarilla.

4. ADVICES

Do not forget: sleeping bag, tent, mats, flashlight or headlight, sunglasses and alarm clock among your personal items, to be used in the Marathon Stage on September 4th, 2019.

For any further info, see website

www.atacamarally.com