

Tuareg Rallye Regs

If in doubt, the German Version is accurate.

Acceptable Competitors for the Tuareg Rally

A competition licence is not necessary. As long as you are over 18 years old & able to drive off road, you are permitted to compete in the Tuareg Rally. You must have a valid driving licence for the type of vehicle being driven and a passport.

Acceptable Vehicles

Only vehicles with current third party & road risks insurance are permitted to take part in the rally.

Technical Condition of vehicles

The vehicles must be in a good, safe mechanical condition. Modifications which are not dangerous to the driver / co-driver or third parties are allowed.

Technical specification (all)

At scrutineering, the following will be checked.

- helmet (motorcycles + 4x4)
- fuel range of 160 km Off road (motorcycles)
- fuel range of 300 km Off road (4x4)
- functioning of front lights
- functioning of rear lights
- functioning of the brakes
- condition of the wheel bearings

Technical specification (only 4x4)

- sound condition of the chassis / running gear and the steering assembly.
- security of battery & fixings
- seat belt attachments
- multi-point race seat harness (professional group)
- security of seats & head rests
- rear view mirrors
- vehicles without fixed roof must have a suitable roll bar (e.g. Land Rover Defender soft top)
- full multi-point roll cage (professional group)
- heavy duty recovery rope (at least 4 meters) & 2 shackles
- 1 shovel
- 2 sand ladders
- spare tyre of same size mounted on correct size rim.

Safety equipment

The safety equipment is for the protection of and self-help of each participant. In the interest of everyone the participant should make sure their safety kit is complete, suitable & in good condition. The safety equipment is checked at scrutineering at the beginning of the rally and before the start of each of the days stages at the pre check.

Safety equipment kit should consist of :

- vehicle tools
- metal foil survival blanket
- 4 emergency rocket flares & firing device
- lighter / matches
- first aid kit suitable for motorsport
- at least 2 litres water for consumption (per person)
- at least 2 litres water reserve (per person)
- compass & map of Morocco
- mobile phone
- GPS with active track logging

Paperwork checks, technical scrutineering in the port

The following will be checked:

- safety equipment kit as described
 - technical condition of the vehicle as described
 - passport (valid for at least 6 months)
 - driving licence
 - vehicle log book
 - green card insurance for Morocco & Spain
- Failure to comply with any of the above requirements will result in withdrawal of permission to participate in the rally.

Groups of Competition

Individual Competition

- car professional
- car amateurs
- motorcycles professional
- motorcycles amateur

Additional sub category

Women in each individual Group

Motorbike Profi „small engine“ < 300 ccm

Motorbike Amateur „Seniors“ > 50 years

2 Cylinder motorcycle amateurs

Car Amateur „Comon power“ more than 8 kg / HP

For calculation of weight per power the information of the registration document is used. If values of a curbed motor is insert in the documents and the motor is open, power information from the internet will be used. Changes of weight or power because of modification of the vehicle or because of tuning of the original motor will not be considered.

Every competitor is free to select his group (profi or amateur). Scoring inside a sub category will only be possible if the competitor is confirming the terms of the group and if he choose this group. There will be no automatic scoring in a sub category. A change of group or sub category is possible before 22:00 on the first day without penalty. From the second day and later no change is possible.

In the case of a competition group with less than 4 entries, a group may be combined with another by the organisation.

Protests

Protests have to be submitted after before the start of the next day. The protest must be in writing with specifics of the reason, name and start number. Once results for a day are published, no protests concerning the previous day will be entertained.

Help

Technical assistance between participants is encouraged but optional. First Aid is obligatory.

Medical assistance

It can take several hours for medical assistance to reach an injured participant. If the participant can not

be found, it can take several days. The participant must be aware that the medical help available in Africa may not be as good as in Europe. The treatment of smaller injuries will be paid for by the Organisation of the Tuareg Rallye. For the more complex treatments or in case of an severe accident or for transportation by Ambulance car or Ambulance jet the participant have to pay by his own. There will be no insurance or licence provided by the organisation for the participant. The participant must arrange his own medical & repatriation insurance or licenc.

Route, navigation

The route will be published by the Organisation. The route must be driven exactly corresponding to the instructions in the Roadbook. GPS with active track logging is a must.

Traffic rules

The local traffic rules of the visited country must be respected. There are no special exceptions for the competitors. The Rally track is part of the public road system.

Exclusion of liability

The participant take part at the Tuareg Rallye on his own risk. He bears the complete civil and criminal liability for all by him or his vehicle caused damage. It is pointed out that, due to the international situation, requirements of authorities, unforeseeable natural catastrophes or other safety reasons, changes in the route, the place, timetable or other changes may be necessary. A right for reclaims by these changes does not result from it. Costs for a medically necessary return transport or other medical services invoices have to be paid by the participant.

Technical rescue / recovery

Recovery to the next camp by the organisation is free. Cars will only be towed to the next public street. Towing is on the risc of the driver. Damages because of towing are not covered by the organisation. The Organisation has its own recovery vehicles. For rescue in difficult situations the help of other participants may be necessary. There will be no guarantee of a successful rescue. Recovery fees charged by other persons outside of the Organisation must be paid by the competitor / participant.

Service, Fuel

On the track there will be a network of fuel stations. The fuel stations are marked in the Roadbook. In the camp of Mersouga the nearest fuel station is 40 km away. The petrol supply is the responsibility of the service teams. Car drivers can drive to the petrol station after the stage. The technical servicing of the vehicle is the job of the participant and or his service team.

Transport

If the transport of luggage by the Organisation option is booked: The organisation will accept no liability for damage or loss of the luggage. Insurance or liability

for loss or damage is the responsibility of & lies with the participant.

Sponsors

The participant is required to apply the sponsor stickers to his vehicle. Stickers of competitors to the rally sponsors are not allowed. Other sponsors are allowed. Not accepting the official sponsor stickers will incur a 500 Euro penalty.

Press

The progress and the results of the rally will be published in the press. Own press work is to be made available to and co-ordinated with the organisation.

The participant agrees that all information and pictures made during the rally by any person can be published & used by the organisation.

Cancellation / Resignation

In case of cancellation by the Organisation, the full entry fee will be refunded. In case of cancellation by the participant the refund conditions published at www.Tuareg-rallye.com/tua_pre.pdf are valid.

Court of justice

Ulm Germany

Regulations

	Counted time if the CP is reached before the Default time.	Counted time if the CP is reached after the Default time	Additional role if the CP is reached after the Default time.	Penalty for each CP not reached or not reached before Default time.	Penalty for leaving the rally route. Missing a Secret CP.
Navigation Stage.	Default time.	Default time.	Drive to the next CP on the service track	2 hours.	4 hours. (If announced in advance = 2h + Default time)
Special Stage.	Driving time.	Driving time of the last CP reached within the Default time. Or if no CP reached, Driving time = Default time.	Drive to the end of the special stage on the service track.		

- Incomplete security/safety equipment at the prestart = 30 minutes penalty. Prestart begins after collecting the timecard at the start desk.
- Endangering other participant, not giving first aid in case of an accident = No scoring for the whole rallye.
- The GPS tracklog must be active for the whole day and set to record the whole day. The organisation is allowed to check the GPS tracklog to enforce speed limits and to verify the leaving of the rallye track. No GPS tracking: 4 hours penalty. The tracklog of the day before must be available at the start of the next day.

Time allowance

- In case of providing medical help: Time allowance for the duration of the medical help. In the case of time allowance for medical help, the driver will have to fill in a "First Aid" form at the finish. This form is given to the organisation together with the timecard and the GPS marked with the racenumber. If it is not possible to calculate the time allowance the driver will get a driving time corresponding to the results of the special before.

Interpretation of the Rules.

- All checkpoints have to be arrived at in the correct order. The last checkpoint arrived in the correct order is the last valid checkpoint. All following checkpoints will not be counted as valid.
- Start and Secret Checkpoints are not counted as a checkpoint. The Finish is counted as a checkpoint
- In the case of a rescue: All the point of rescue following checkpoints of that day are invalid.
- Rescue is defined as having happened if:
 - A. The service team.
 - B. The Organisation.
 Transports the participant for part of the rally route or into the camp. Technical help between competitors is allowable & carries no penalty.
- Not following the roadbook instructions or the orders of the organisation is the same as leaving the rally route.
- If the organisation is informed by the driver in advance about leaving the rallye track, the penalty for leaving the rallyetrack will be reduced to 2 hours. The reduction is only valid if the penalty is written in the timecard in advance by the Orga. All following checkpoints have to be achieved. The driving time of the stage will be the default time of the stage.
- Drivers who don't collect a timecard at the start (Non Starter) will get a 2 hour penalty for each checkpoint of the day. The default time of each stage will be the counted driving time. There will be no additional penalty for leaving the rallye track or missing Secret CP.
- Arriving late for the pre check. The pre check for latecomers will be made after the start of the other competitors. The starting time will not be changed.
- If the competitor can not finish the stage because of giving first aid to another competitor, he will get the driving time of the drivers who were as fast as he at the day before.
- All GPS points have to be reached exactly. Drivers must stop at all vehicles and flags within a 100 m radius of all GPS point. These GPS points are possibly secret checkpoints (SCP). If a GPS point is a SCP, you will get your timecard stamped by a member of the Orga.

The driver is responsible for the correct entries in the Timecard. Changes will only be made at the actual checkpoint, protests at the next checkpoint or finish are not possible. No GPS download.