



**SILK
WAY
RALLY
2019
丝绸之路**



**Car / SSV/
Truck
Regulations**

SUMMARY

THE 2019 SILK WAY RALLY REGULATIONS ARE COMPOSED OF : THE SPECIFIC REGULATIONS, THE TECHNICAL REGULATIONS, THE APPENDICES AND THE ASSISTANCE REGULATIONS.

THESE 4 ELEMENTS ARE CONSIDERED AS A WHOLE AND CANNOT BE SEPARATED.

THE REGULATIONS OF THE SILK WAY RALLY 2019 COMPLIES WITH THE FIA INTERNATIONAL SPORTING CODE AND ITS APPENDICES (SEE ART. 6P1).

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SPECIFIC REGULATIONS

CAR / SSV / TRUCK

1P CHARACTERISTICS OF THE RALLIES

Complies with 2019 FIA General Prescriptions, articles 1.1, 1.3, 1.5, 1.6.

2P QUALIFICATION OF A RALLY IN THE FIA WORLD CUP

Does not apply for Silk Way Rally.

3P RALLIES AND CANDIDATE RALLIES

Does not apply for Silk Way Rally.

4P DEFINITIONS**4P1 ORGANISERS' COMMITTEE**

Organisation Director, President of NP «Silk Way Rally»:	Vladimir CHAGIN
Deputy Director:	Frédéric LEQUIEN
Development Director:	Bulat YANBORISOV
Logistics Director:	François HABIB-DELONCLE
Aircraft Director:	Alexey BUBNOV
Chief Doctor:	to be confirmed

Address:

Association of the support of Racing automotive Silk Way Rally, Glinisty pereulok, 129110 Moscow, Russia

4P2 REGISTRATION

NP «Silk Way Rally», are organising, the 10th Cross Country Rally, named for 2019: « Silk Way Rally», an international event to be held from 6th to 16th July 2019, under the aegis of the International Automobile Federation (FIA), the Russian Automobile Federation (RAF), the Mongolian Motorsport Federation (MAMSF) and the Chinese Automobile and Motorcycle Federation (CAMF).

These regulations have received visa number XXX, dated XX/XX/2019.

4P3 EVENT PROGRAM

15 th February 2019	Opening of entries. Start of reduced entry-fees.
15 th April 2019	End of reduced entry-fees.
16 th April 2019	Start of standard entry-fees.
1 st June 2019	23.59 (Moscow time, GMT+3): Closure of entries.
Time schedule of the program is considered to be at Irkutsk time, ie. GMT+8	
4 th July 2019	Arrival of competitors being part of the European convoy at Irkutsk, place of Start operations. Installation in service park (Nijnayaya Naberrejnaya Quay). <u>20.00 – 23.00</u> : recovery of deposits + delivery of mounting kits for navigation and safety devices, to Russian, Mongolian and Chinese competitors, at administrative checks (State University - Karl-Marx Street 1, Irkutsk, Russia).
5 th July 2019	<u>08.00 – 20.00</u> : administrative checks and scrutineering (convocation time at scrutineering). <i>Administrative checks:</i> State University - Karl-Marx Street 1, Irkutsk, Russia. <i>Scrutineering:</i> Nijnayaya Naberrejnaya Quay, Irkutsk, Russia. <u>10.00</u> : 1 st meeting of the College of Sporting Stewards After scrutineering, vehicles will be placed in parc fermé in front of the Regional Administration building, Lenin Street, 1a, Irkutsk.
6 th July 2019	<u>07.00 – 11.00</u> : administrative checks and scrutineering (convocation time at scrutineering).



After scrutineering, vehicles will be placed in parc fermé in front of the Regional Administration building, Lenin Street, 1a, Irkutsk.

15.00: Publication of the list of competitors allowed to start.

tbc: Press Conference Regional at the Regional Administration Building, 14 Lenin Street.

15.30 – 16.30: General Briefing Race and Service at the Dramatic Arts Theatre, NP Okhlopkov, Karl Marx Street 14.

18.00 – 23.00: Start Podium Ceremony, then vehicles go back to parc fermé.

7th July 2019

From 07h00: Start of service vehicles to the first bivouac
1st Leg of 2019 Silk Way Rally

7th to 16th July 2019

2 legs in Russia, 5 legs in Mongolia and 3 legs in China

16th July 2019

Leg 10

After the last road section, vehicles will be placed into parc fermé, where safety instruments (GPS and tracking device) will be handed back to suppliers.

Time tbc: Prize giving ceremony on the Finish Podium in Dunhuang, China.

After passing on the podium, vehicles are free to go back to service park or not.

21.00: Gala cocktail.

18th July 2019

Departure of European and Russian convoys from Dunhuang. Participants in the convoy are supervised by organisers, especially for border crossings.

4P4 POSTING

All information concerning competitors, classifications, bulletins, road opening team's notes, official and/or practical information will be posted at the following locations:

- at Irkutsk, on 5th, 6th and 7th July 2019 in front of and/or in the hall of the administrative checks and in the briefing's room.
- on 16th July 2019, at the entrance to parc fermé in Dunhuang.
- in Russia, Mongolia and China, on the bivouacs, from 7th to 16th July 2019, at the PC Course and in the catering area.
- on 16th July 2019, at the Prize Giving Podium, in Dunhuang.

4P5 COMPETITORS' DEPARTMENT

RUSSIAN SPEAKING COMPETITORS' DEPARTMENT

OKSANA ZAKHAROVA

Tél. : +7 8552 372 600, - Fax: +7 8552 372 676

Email : info@silkwayrally.ru

REST OF THE WORLD COMPETITORS' DEPARTMENT

NATALIE EINSARGUEIX

49, Rue Lamartine

78000 Versailles - France

Tél. : +33 (0)9 51 04 03 18

E-mail : natalie@silkwayrally.ru

4P6 WEBSITE

All information related (especially conditions of entry) to the rally are posted and may be downloaded from the following website:

www.silkwayrally.com

4P7 DEFINITIONS

Article 3 of the 2019 FIA General Prescriptions for Cross-Country Rallies is replaced by the following text

1) Bulletin

Official written document intended to modify, specify or complete the Specific Regulations of the rally.

2) ASN

National Sporting Authority, duly recognized by the FIA.

3) Assistance (Service)

Service shall be defined as unrestricted work on a competing vehicle, or one of its elements, even when dismantled. The rules to be followed for service vehicles and crews are detailed in article 31P of the present specific regulations.

4) Bivouac

a) Zone situated between the Time Controls at the finish of one Leg and the start of the next, where all competitors regroup; this zone is located in the road book. In the bivouac, servicing is free between the competitors still in the race and with vehicles and/or people registered in the assistance category. It is a closed area, checked and secured, reserved for private use during the Silk Way Rally, whose access is exclusively and uniquely for persons who have been accredited by the organisation, as well as representatives of local public authorities.

b) Teams with the biggest number of vehicles will be placed on the bivouac by organizers. They will have to comply with the rules and instructions of organizers.

c) In the case where the finish Time Control and the start Time Control of the next Leg are combined, they must not be further than 5 km from the centre of the bivouac for the finish of a Selective Section and not further than 10 km from the centre of the bivouac for the start the next day.

d) After having checked in at the time control at the end of the leg, competitors or team members may take race vehicles out of the bivouac for refueling, cleaning, to go to a hotel or for testing, within a radius of 30 kilometres of the bivouac.

During these tests the Iritrack must be switched on, on pain of penalties to be decided upon by the College of Sporting Stewards. All tests must be done outside the route of selective sections.

5) Briefing

a) The briefing will be given by the Clerk of the Course, his deputy or the Organisers' delegate and the participation of at least one of the crew members is compulsory for the briefing preceding the 1st Leg and recommended for the following briefings. The Clerk of the Course or his deputy takes part in the briefing. Any information regarding safety and the route (amendments to the road book), dated and signed by the Clerk of the Course will be posted on the official notice board, before or at the latest during the briefings.

b) The 1st briefing, compulsory for all racing and service crews will be held on 6th July 2019 at 15.30, in Irkutsk.

The presence of at least one member of each crew is compulsory (signature) on pain of a penalty of 500 €.

c) During the rally, a briefing will be held the night before each stage, in the catering area. The presence of at least one member of each crew is recommended.

Briefing will be held daily at 21.00.

There will be no briefing on the eve of the rest day.

d) After the briefing, a summary will be posted on the official boards at the PC Course and at the catering. It will give important information and the GPS code of the next Leg.

Competitors are responsible for the recovery of information given by organisers.

6) Time Card

A card intended for the stamps and entry of times, recorded at the different control points, scheduled on the itinerary.

7) CH (Time Control - TC)

Time Control (see art. 38P).

8) CP (Passage Control- PC)

A control zone where the time card must be stamped by the marshals and which must be obligatorily a WPM, a WPE or a WPS (see art. 43P).

This is a safety zone where speed is limited and controlled.

9) Communication / Information Note

Communication: Official informative document published by the Clerk of the Course or the sporting stewards, posted on the official boards and at the competitors' disposal, at the Competitors' Tent, against compulsory signature.

Information Note: Document published by the organisers, posted on official notice boards and at the competitors' disposal, at the Competitors' Tent.

10) Competitor

Physical or legal entity used for the physical or legal person who has entered the vehicle.

11) Disqualification

Conforming to 2017 FIA International Sporting Code, art. 11.9.2.g, 12.2.3, 12.8 and 21.

Disqualification means that a person or persons may not continue to participate in a Competition. This sanction will be decided by the Sporting Stewards.

This decision may be immediately enforceable, in particular in the case of repeated offense (Articles 12.2.3 and 12.2.3a of the ISC).

12) Duration of a rally

The rally starts with the administrative checking and scrutineering and ends upon the expiry of one of the following time limits, whichever is the later:

- time limit for protests or appeals or at the end of any hearings by the stewards;
- end of the administrative checking and post-rally scrutineering carried out in accordance with the Sporting Code;
- end of the prize-giving.

13) DZ/DZS

a) DZ: The start of a speed control zone is indicated on the road-book and, when possible, marked by a precise reference marker and by a WPS or WPE. In case of discrepancy between the two, the waypoint will be binding.

b) DZS: Start of a "PC Safety Zone" with controlled speed.

In the case of a PC, the DZS works like a WPS, except that the GPS directs the competitor towards this point only once he has come within a 1km radius of it.

14) Crew

On board each vehicle, a crew is made up (depending on the FIA homologation of the vehicle) of a maximum of:

- - two persons at T1, T2 and T3;
- - four persons at T4. A crew must comprise a minimum of two persons.

Each member of the crew should hold an FIA driver and competitor license, valid for the event.

Each member of the crew may drive during the rally.

If no competitor is listed on the entry application, one of the crew members will be deemed also to be the competitor and must hold the two corresponding licences

The first declared pilot assumes the entrant's responsibility when the latter is not on board the vehicle during the rally.

15) Leg

Each part of the Event that is separated from the next by a bivouac stopping time of at least 8 hours.

After a driving time of between 12 and 20 hours, a halt of at least 6 hours is compulsory. A halt of at least 18 hours is compulsory after 10 legs of the race.

16) FZ

End of a speed control zone marked by WPE.

17) Official Time

The official time is the GPS time.

The target check-in time is the responsibility of the crews alone, who may consult the official clock on the control table.

The official time throughout the rally corresponds to the local time at the start at Irkutsk, ie.: GMT+8.

The official rally time for each leg will be mentioned on the timing given at administrative checks.

18) Pulse signal (speed control zone)

Following the permanent functioning of the GPS, a pulse signal is recorded in the GPS.

A pulse signal is recorded every 150 m on all the selective sections and every 500 m on the road sections, except in the speed control zones located in the villages, which remain at every 150 m.

19) Infraction (speed control zone and PC safety zone)

An infraction consists of one or more instances of exceeding the maximum speed allowed in one and the same speed control zone, defined by a DZ and an FZ and/or a DZS. A second infraction will come about when one or more instances of speeding have occurred inside a new speed control zone.

In case of a repeated offense during the event, the 3rd infraction (in 3 different zones) will result, for all competitors, in penalties that may go as far as **disqualification, depending on the excess speed noted.**

A speed control zone composed of two successive sections with two different maximum speeds will be considered as a sole speed control zone.

20) Official itinerary

This is represented by the passage through each waypoint featured in the road book (WPV, WPM, WPE, WPS, WPC, DZ, DZS, FZ, CP, CH), in their chronological order.

21) Neutralisation

Time during which the crews are stopped by the Race Direction for whatever reason, parc fermé rules apply in these cases. This time is the same for all competitors.

22) Officials

The word Officials means the Clerk of the Course, the Deputy Clerks of the Course, the Sporting Stewards, the Technical Stewards and Scrutineers and the persons in charge of relationship with competitors (see art. 5P).

23) Parc Fermé

Area in which no service, preparation, presence nor intervention is possible, except in the case of art. 45P.

24) Route

This is defined by the official road book of the event, confirmed by the crew of the opening car.

The route is divided into legs consisting of one or more timed selective sections linked by road sections.

25) FIA Technical Passport – Dakar Technical Passport

Document issued by the competitor's ASN, by the FIA, or by the Dakar's organisers, for the Dakar Technical passport (for T1.3's, T1.4's and T4.2's).

It is authenticated either by the technical department of the ASN, either by the FIA technical delegate at the 1st event of the World Cup of the vehicle, or by the Dakar technical delegate at the 1st Dakar of the vehicle.

The FIA technical delegate or the chief trucks' scrutineer will identify the markings and/or sealings, which must under no circumstances be removed.

This passport must be presented on all demands of the Scrutineers.

26) PC Course (Race HQ)

Race control (sports and safety), coordination and management of interventions.

PC Course is operational as long as a competitor is still on the stage.

27) Fixed penalty

See art. 20P of the present specific regulations.

28) Sporting penalty

A sporting penalty means a penalty imposed for: speeding, missing a PC, or Waypoint, or unsporting conduct, or other violation committed on a Selective Section.

29) Regrouping (Parc Fermé conditions)

a) A halt scheduled by the Organisers to enable the theoretical times to be observed on the one hand and, on the other, to regroup the crews still racing. The regrouping time may vary according to the crews.

b) The new start will be given according to the order of arrival of competitors at the entrance of the regrouping Time Control. The first ten crews that arrive will start at 2-minute intervals.

30) Road Book

Each crew shall receive a road book, size A5, comprising a maximum of 5 horizontal lines of distances, drawings and information, containing characteristic notes and/or compulsory points of passage (WPV's, WPM's, WPS's, WPE's, DZ's, DZS's, FZ's, CP's, CH's) which must be validated **on pain of incurring penalties up to and including disqualification** (see art. 23P).

31) Road Section

Section of itinerary with a target time between two successive Time Controls.

32) Selective Section

Speed test in real time. Selective Sections may be run over a course exclusively reserved for the competitors in the Event.

Starts of Selective Sections (DSS) are preceded by or twinned with a Time Control and followed by a Time Control after the finish (ASS).

33) Super Special

A Super Special is an compulsory Selective Section run at the beginning of the Rally to determine the start order for the following Leg or Section (see Art.19P1).

It counts for overall classifications.

34) Team and Team Manager

A Team is an entrant other than a physical person entering one or several vehicles.

A Team manager is a person officially representing a team entered in the rally, either:

- duly authorised in writing by the entrant to represent his team, with a competitor's license issued in the name of this team,
- or duly authorised in writing by the crew to represent them with their own license number (pilot/copilot) (+ see article 31P4).

35) Estimated time

Time estimated by the Organiser to cover a Selective Section.

36) Target time

a) Each Road Section will be covered within a maximum given time, which the competitors must imperatively respect.

b) Any crew arriving after the target time on the road section will incur a penalty given to the minute (art. 38P1.2).

37) Maximum time allowed

Maximum time given to each crew to cover a selective section or a road section. Any crew exceeding this time, without any tolerance, will receive a penalty ranging **from the fixed penalty to disqualification**. At that moment the control (either on a selective or on a road section) is said to be closed for the competitor concerned.

38) Change of the maximum time allowed

On the evening of a leg, if a certain number of competitors having started the Leg have not crossed the finishing line of the day's Selective Section, or if weather conditions stop the race being run under normal conditions, the day's maximum time allowed may be changed by the Clerk of the Course at the Stewards' discretion.

39) Real time

This is the time actually taken by the competitor to cover the route of a Selective Section.

40) Vehicle

Is a Vehicle any car or truck entered in the rally, passing through the Scrutineering, complying with the criteria detailed in the current Regulations and its appendices and having the crew on board.

41) GPS Point - Waypoint (WPT)

A waypoint is a geographical point defined by coordinates of latitude and longitude. There are 4 types of waypoints: WPV, WPM, WPE, WPS.

Each waypoint noted on the road book is a compulsory passage point.

42) WPE (Eclipse waypoint)

Waypoint memorised in the GPS and indicated in the road book, and the coordinates of which are not revealed to the competitors.

Waypoint towards which the GPS, with all its capacities displayed on its screen, directs the competitor once the waypoint preceding this WPE has been validated, whatever the distance between the waypoint and the WPE. It works in the same way between several successive WPE's.

If the preceding waypoint has not been validated, thus the GPS directs the competitor towards this point, only once he has come within a 3 km-radius of it.

Starts of selective sections will be WPEs.

To validate their passage at a WPE, competitors must pass within at least 200 metres to it. If the WPE is a DZ or a FZ the radius of validation is then 90 metres.

43) WPM (hidden waypoint)

Waypoint memorised in the GPS and indicated in the road book, and the coordinates of which are not revealed to the competitors.

The GPS directs the competitor towards this point only once he has come within a 1.000 meter-radius of it.

To validate their passage at a WPM, competitors must pass within less than 200 metres to it, except for PC's (see art. 43P1).

44) WPS (Way point safety)

Waypoint memorised in the GPS and indicated in the road book, and the coordinates of which are not revealed to the competitors. It can be linked to a danger 3 (!!!), crossings of roads, gaz pipelines, railways etc.

The GPS directs the competitor towards this point only once he has come within a 3km radius of it, except for PC's (see art. 43P1).

To validate their passage at a WPS, competitors must pass within at least 90 metres to it.

45) WPV (Visible waypoint)

Waypoint which coordinates are given by the road book.

Towards a visible way point, all available information is displayed on the screen of the "GPS".

Starts and finished of legs are WPV's.

To validate their passage at a WPV, competitors must pass within at least 200 metres to it.

46) WPC (Control Waypoint)

Waypoint intended to check that the road book is followed, without navigation information provided by the GPS other than its numbering, its order of passage in relation to the other waypoints, as well as its name which includes its entire mileage position in the road book (KM).

5P OFFICIALS**5P1 GENERAL**

Complies with article 4 of the FIA 2019 General Prescriptions for Cross-Country Rallies.

5P2 SPORTING POWER

The organisers gives the whole sporting authority and power to the Officials of the Event, who will be the sole judges of the respect and application of the present regulations and their appendices.

5P3 LIST OF OFFICIALS**Board of Sporting Stewards:**

President	Robert LAGULHON	(MC)
Members	Sergey USHAKOV	(RUS)
	Horacio RODRIGUES	(POR)

Race Direction:

Clerk of the Course	Jean-Marc BONNAY	(FRA)
Deputy Clerk of the Course:	Alain ALBANY	(FRA)
Deputy Clerk of the Course:	Roger GUILLEMAIN	(FRA)
Secretary of Meeting:	<i>tbc</i>	
Crews' relations Officer	Laurent FABRE	(FRA)

Technical Stewards, Scrutineers:

Chief scrutineer Cars / SSV's	Jean-Claude DESNOUX	(FRA)
Chief Scrutineer Trucks	André OLIVIER	(FRA)

Others:

In charge of service vehicles & crews	<i>tbc</i>	
Medical Director	<i>tbc</i>	
Medical regulation	Olivier AUBRY	(FRA)
In charge of Safety	Viktor SOKOLOV	(RUS)
	Sergey TALANTSEV	(RUS)
	Dmitry ANTROPOV	(RUS)

All members of the organisation holding an international official's license delivered by the FIA or a national official's license delivered by any ASN will automatically be considered as judges of fact, with the exception of members of the College of Sporting Stewards.

All penalties laid down in the current Regulations can be noted by the Judges of Fact who can inform the Clerk of the Course.

5P4 CREWS' RELATIONS OFFICERS

The crews' relations officer will be present:

- At scrutineering and administrative checks, on 5th and 6th July 2019 at Irkutsk.
- At the general briefing, at the parc fermé and/or at start podium on 6th July 2019 at Irkutsk.
- At the bivouac, at the finishes of the legs at night, at the officials' tent or at the competitors' tent, located beside the PC Course, from 7th to 16th July 2019.
- At the finish parc fermé, on 16th July 2019 in Dunhuang, within the time for claim.
- At the Finish Podium, on 16th July 2019 in Dunhuang (place to be confirmed by bulletin).

6P REGULATIONS AND THEIR PUBLICATION**6P1 GENERAL**

1) The Event is disputed in conformity with:

- The International Sporting Code of the FIA (the ISC) and its appendices.
- The FIA Appendix J : articles 281, 282, 283, 284 (T2), 285 (T1), 286 (T3), 287 (T4),
- The 2019 FIA General Prescriptions and their appendices, except points mentioned in the current specific regulations,
- The RAF regulations
- The current regulations (composed of the specific regulations, the technical regulations, the appendices and the assistance regulations).
- The Score Regulations (OPEN): 2011-2015 Off Road Rules and Regulations. Vehicles entered in this category must comply with the technical regulations in appendix.
- The technical regulations for off-road cars of the CAMF. Vehicles entered in this category must comply with the technical regulations in appendix.

Any change will be announced by a bulletin.

2) Any claims concerning this application and/or any case not provided for will be studied by the Sporting Stewards who alone have the power to decide.

6P2 LITIGATION'S ANALYSIS

In case of litigation the Clerk of the Course and the College of Sporting Stewards may take into consideration television images, photographs and data downloaded from Iritracks, GPSs or Sentinels.

7P AMENDMENTS TO THE SUPPLEMENTARY REGULATIONS - BULLETINS

Complies with article 6 of the FIA 2019 General Prescriptions for Cross-Country Rallies.

8P APPLICATION AND INTERPRETATION OF THE REGULATIONS

1) *Complies with article 7 of the FIA 2019 General Prescriptions for Cross-Country Rallies, except 8.2.4.*

2) Only the French version of these current supplementary regulations will be binding, French version is the official version of the regulations.

Russian, English and Chinese translations are also available.

In the case of appeal, competent authority will be the RAF sporting court (RAF judicial code).

5) **Any thing not authorised by these specific regulations is forbidden.**

9P ELIGIBLE VEHICLES**9P1 GENERAL**

1) *Complies with articles 8 of the FIA 2019 General Prescriptions for Cross-Country Rallies, except from Art. 8.2.4.*

In addition, the event is open to the following vehicles:

- Score vehicles in due possession of a registration certificate (see art. 2P of the technical regulations and 9.5.1 of the FIA General Prescriptions)
- Chinese vehicles, complying with FASC regulations and in due possession of a registration certificate, of registration plates and fitted with an air restrictor (see conditions, technical regulations article 3P)
- Group T1 vehicles respecting the appendix J 285-2009, 2015, 2016 or 2018 and/or possessing a valid Technical Passport or a Technical Passport issued before 2012.
- Group T1.3 and T1.4, possessing a valid Dakar technical passport, or being obtained.
- Group T4.2, possessing a valid Dakar technical passport, or being obtained

2) For all technical information, please refer to the Technical Chapter of these current regulations and to appendix J of the 2019 International Sporting Code (articles 252, 281, 282, 283 284, 285, 286, and 286A, 287).

9P2 ELIGIBLE VEHICLES**1) GROUP T1: IMPROVED CROSS-COUNTRY VEHICLES**

GROUP T1.1: PETROL 4x4 IMPROVED CROSS-COUNTRY VEHICLES.

GROUP T1.2: DIESEL 4x4 IMPROVED CROSS-COUNTRY VEHICLES.

GROUP T1.3: PETROL, 2-WHEEL DRIVE VEHICLES.

GROUP T1.4: DIESEL, 2-WHEEL DRIVE VEHICLES.

2) GROUP T2: SERIES PRODUCTION CROSS-COUNTRY VEHICLES

Cross-Country Vehicles homologated in T2 Group conforming to Articles 281, 282, 283 and 284 of the FIA regulations or to be equipped with a bodywork from a new regularly commercialised model homologated FIA in T2 Group (with the exception of the bodywork elements, the vehicle must comply with its FIA homologation form in T2 Group and being valid).

GROUP T2.1: PETROL CROSS-COUNTRY SERIES PRODUCTION VEHICLES.

GROUP T2.2: DIESEL CROSS-COUNTRY SERIES PRODUCTION VEHICLES.

GROUP T2.3 : SERIES PRODUCTION VEHICLES, WHICH HOMOLOGATION HAS FAILED.

3) GROUP T3: IMPROVED CROSS-COUNTRY VEHICLES - LIGHTWEIGHT

GROUP T3.1: T3P (PROTOTYPE) LIGHTWEIGHT VEHICLES, WITH ATMOSPHERIC OR SUPERCHARGED PETROL ENGINE WITH A MAXIMUM CUBIC CAPACITY OF 1.050 CM³.

Complying with article 286-2019 Appendix J FIA, published on 12/06/18, and in accordance with the provisions of the current supplementary Regulation.

GROUP T3.2: T3S (STANDARD) LIGHTWEIGHT VEHICLES, WITH ATMOSPHERIC OR SUPERCHARGED PETROL ENGINE WITH A MAXIMUM CUBIC CAPACITY OF 1.050 CM³.

Complying with article 286A-2019 Appendix J FIA, published on 12/06/18, and in accordance with the provisions of the current supplementary Regulation.

In 2019, vehicles of Group T3 are only SSV's.



4) GROUP T4: TRUCKS

In the Trucks' classifications, there will be:

- a Challenge « under 10 litres »
- a Challenge «6x6».

Trucks must not be over 4.00 meters high (overall measurements).

GROUP T4.1: SERIES PRODUCTION TRUCKS

Complying with 2019 Appendix J – article 287 and to the FIA, as well as the homologation regulations of T4 FIA Group (01/01/2008).

GROUP T4.2: MODIFIED TRUCKS

Complying with Article T8P of Dakar 2019 technical regulations, possessing the Dakar passport, or demand being pursued, or possessing the equivalent of the Dakar technical passport, issued by the competitor's ASN.

In the case where the demand of the technical passport is being pursued, the competitor must hold a written document stating « demand being pursued, without any reserve ».

T4.1s that have obtained an extension of validity until August 1, 2018 and that have not been modified according to Appendix J287/2018 and Homologation Regulations of the FIA T4 Group (01/01/2018) that can no longer be accepted in T4.1 shall enter in T4.2.

GROUP T4.3: SERIES OR MODIFIED TRUCKS

Corresponding to the technical specifications of Groups T4.1 or T4.2 and carrying out 'fast service' for one or several crews entered in the race (see Article 21P5).

The Organising Committee reserves the right to refuse any Crew in this category.

5) GROUPS: "OPEN"

The Organising Committee reserve the right to refuse any crew in this group.

GROUP 5**GROUP OP.5: ALL VEHICLES CONFORMING TO 2018 SCORE REGULATIONS.**

A vehicle complying with the "Score" regulations may be accepted, on condition that the competitor provides evidence that his vehicle is recognised by the "Score International" organisation.

The vehicle must bear a safety inspection seal according to article GT2 of the regulations governed by this organisation.

GROUP 6**GROUP OP.6.1: IMPROVED CROSS-COUNTRY VEHICLES,**

Conforming to the 2019 Chinese Technical Code for Off-Road Championships, articles G281, G282, G283, G285 (T1), G286 (T3).

A vehicle complying with the Chinese technical regulations may only be accepted on condition that the competitor provides evidence that his vehicle is recognised by the "CAMF".

GROUP OP.6.2: CROSS-COUNTRY SERIES PRODUCTION VEHICLES,

Conforming to the 2019 Chinese Technical Code for Off-Road Championships, articles G281, G282, G283, G284 (T2).

A vehicle complying with the Chinese technical regulations may be accepted, on condition that:

- the competitor provides evidence that his vehicle is recognised by the " CAMF "
- the vehicle is fitted with an air restrictor, complying with the technical regulations in appendix.

In Group 6, there will be a manufacturer challenge regrouping both categories (OP.6.1 and OP.6.2).

GROUP 7

GROUP OP.7 : SSV TYPE VEHICLES THAT DO NOT COMPLY WITH THE 2019 FIA T3.1 AND T3.2. REGULATIONS.

These vehicles must comply with FIA Appendix J, art. 282 and 283 and with the provisions of these Supplementary Regulations.

GROUP 8

GROUP OP.8.1 : EX GROUP T3.1 VEHICLES.

Lightweight vehicles (over 750 kg), under 1,050 cm³, with an atmospheric petrol engine in accordance with FIA Appendix J, art. 286-2018.

GROUP OP.8.2 : EX GROUP T3.2 VEHICLES.

Improved cross-country vehicles, and lightweight vehicles (over 750 kg), over 1,050 cm³, with an engine homologable in Group N or T2, in accordance with FIA Appendix J, art. 286-2015.

10P CRITERIA FOR PRIORITY DRIVERS

1) *Article 9 of the 2019 FIA General Prescriptions for Cross-Country Rallies is replaced by the following text.*

2) All drivers included on the SWR list of priority drivers shall be on it for the Silk Way Rally 2019 only. The list will be revised every year.

3) Priority drivers are:

- either Professional Drivers.

These drivers are drivers paid by a Manufacturer (or somebody else) to take part in an event. These drivers belong to factory teams or teams supported by manufacturer.

- or Amateur Drivers.

These drivers, thanks to their results, appear on the 2019 Silk Way Rally list of priority drivers.

This list shall not be appealed.

4) List of priority drivers

The list of priority drivers on the SWR19 is extracted from the 2019 FIA list of priority drivers (at the date of the start of the rally), edited on the FIA's website.

11P ENTRIES

11P1 GENERAL

Complies with article 10 of the 2019 FIA General Prescriptions for Cross-Country Rallies.

11P2 ENTRY REQUESTS

1) Admissible, upon invitation, all persons over 18 years of age.

2) The Organising Committee reserves the right to refuse the entry of a driver, co-driver, or a competitor (Art 3.14.1 and 3.14.2 of the ISC), according to their specific selection criteria.

3) Competitors will do their registrations by themselves, online through the rally's website: www.silkwayrally.com.

The registration procedure is available on the website and from the competitors' departments.

Entry will be taken into account only once the first payment is received, according to the payment schedule.

Complying with deadlines is imperative, whether it regards payments or information and / or documents to be sent to the organization. Organizers disclaim any responsibility for administrative complications if required information has not been provided on time.

4) During administrative checks, each participant will have to sign a “commitment contract”, on which he/she undertakes to:

- abide by the current regulations,
- abide by the laws in force in the 3 countries crossed by the rally: Federation of Russia, Mongolia and People’s Republic of China
- guarantee the accuracy of the information given on vehicles and crews (art. 12.2.3 of the ISC),
- present at any time his / her vehicle complying with the regulations,
- be in possession of all the necessary administrative documents and be solely responsible for their validity.

By the very fact of signing the “commitment contract”, the competitor, all the crew members and team members submit themselves to the sporting and technical Regulations of the Silk Way Rally. They unreservedly agree to comply with the provisions of Supplementary, Technical and Service regulations including their appendices, as well as with any decisions from the Clerk of the Course or the Sporting Stewards.

Each participant is aware of the responsibilities that any breach of those rules could entail.

5) To benefit from the reduced price, competitors must have done their request for entry and pay the first 20% down payment, on 15th April, at the very latest.

From 16th April 2019, standard price will apply up to the closure of entries.

6) **Organisers reserve the right not to validate entries which have not been fully paid before 1st June 2019, date of closure of entries.**

11P3 START REFUSED

1) No crews refused a start due to failure to pass administrative checks or scrutineering will be eligible for refunds.

2) For refunds for additional services please refer to the general conditions of sale laid down by the different suppliers.

11P4 CANCELLATION OR POSTPONEMENT OF THE EVENT

1) In the case where it proves impossible to run the event, for whatever reasons, and particularly for the following non-exhaustive reasons such as; failure to obtain, or withdrawal of federation approval, failure to obtain authorisation to cross a particular country, political problems in one or other of the countries to be crossed, making it impossible to run the event, financial difficulties making it technically or sportingly impossible to run the event, embarkation, disembarkation or logistical problems making it impossible to transport competitors etc. The Organizer of the race will be liable only for funds paid.

Funds received by the Organizer of the race will be refunded by the 30th November 2019 at the latest.

2) In the case where the event is delayed, the Organizer of the race will inform each competitor immediately, by registered post, of the new program for the race.

In the case where participants are unable to take part in the race, due to the change of date, they have a maximum of eight (8) days, from the moment the registered letter is received, to request, by registered mail, refund of funds paid to the Organizer of the race.

This refund will be paid by 30th November 2019 at the latest.

If the delay is due to force majeure, then the provisions of Article 11P4.1 apply.

3) In all cases participants may not claim any other types of refund of funds paid.

11P5 CANCELLATION AND REQUEST FOR REFUNDS

1) So as to avoid any ambiguity, cancellation of entries and requests for refunds must be sent by registered post. Cancellations and requests for refunds must be sent directly to either the Russian or the French Competitor Department (address available upon request, depending on the nationality of the competitor), together with a copy of the entrant's license.

2) Refunds will be made by 30th November 2019 at the latest.

3) For all cancellation of entries, refunds will be made in the following manner:

- In the case of cancellations made before 1st June 2019 = the amount of the downpayment shall be retained.
- In the case of cancellations after 1st June 2019 = 100% of the amount paid shall be retained.

4) In the case of a serious problem, justified by medical opinion (original document), the partial repayment of monies paid can only be made if requested by registered letter.

12P TYRES

12P1 GENERAL

Complies with articles 11.2, 11.3, 11.4 of the 2019 FIA General Prescriptions for Cross-Country Rallies.

12P2 SPECIFICS

1) **All tyres** considered by the Scrutineers as **non-complying or dangerous**, whatever the reason, will be **refused**.

2) Two-wheel drive T1 vehicles and T4's must use tyres from a tyre manufacturer's commercial catalogue. All tyres must have received the approval of EC standard type (regulation EC 54) or equivalent for countries outside the EC.

3) Complete wheels must have a maximum diameter of 940 mm for 2-wheel drive cars and 810 mm for 4-wheel drive cars, except for vehicles of the OPEN category (see technical specificities).

4) A minimum of 2 spare wheels or 2 tyres, depending on the type, are compulsory for all categories. A maximum of 3 wheels/tyres may be transported in the Car category.

5) **The use of any system for inflating / deflating the tyres is forbidden**, except for 4x2 and for the Group T4.

The control of deflating is not authorised from the cockpit, for 4x4's.

6) In order to adjust the tyre pressure, any air going in or out must pass through a conventional type of valve coming from a series light utility vehicle and having a VG5 type screw thread, except for the Group T4.

7) For T1.1 and T1.2 vehicles, a tyre pressure/temperature indicator is authorised in the cockpit (Appendix FIA 283 art.18).

8) For T1.1 and T1.2 vehicles driven by Silk Way Rally 2018 priority drivers, only one single tyre pattern is authorized.

During scrutineering, pilots must name and give the drawings and dimensions of the tyres' type. Only these tyres may be used during the rally. Re-grooving is not allowed.

Any infringement to this rule will lead to a 25h00 time penalty.

9) Clearance height:

The vertical clearance height for 4-wheel drive vehicles is limited to:

- - 330 mm for the rigid "banjo" type axles.
- - 280 mm for vehicles with independent wheels.

As described in FIA Technical Regulations, Appendix 285, art. 7.

13P DATA LOGGING

- 1)** *Complies with article 12 of the 2019 FIA General Prescriptions for Cross-Country Rallies.*
- 2)** The FIA data logging system may be installed on selected vehicles.
- 3)** Fitting a data logging system on the vehicles is authorized. In the case of use of a Data-logger with GPS capacities, the entry of the aerial must be sealed by the competitor himself and shall be controlled by the scrutineer.

14P CREWS

14P1 GENERAL

Complies with article 13 of the 2019 FIA General Prescriptions for Cross-Country Rallies, except 13.2.

14P2 SPECIFICS

- 1) If one member retires, or if a third party is admitted on board** (unless this is to transport an injured person), the vehicle shall be **disqualified** from the Rally.
- 2)** During a Leg, **transportation by land, water or by air of at least one member of the crew** by the Organisers or by a third party will entail the **disqualification** of the crew concerned.
- 3)** Crews and competitors enter the Silk Way Rally fully aware of the risks that such an event entails.

14P3 TRUCK CREWS

- 1)** A truck crew will be composed of a driver and a co-driver minimum, of a driver and 3 co-drivers maximum, according to the registration certificate of the vehicle. They must all hold a 2019 competitor-driver FIA license.
- 2)** In the case of a crew composed of 3 or 4 members, only 2 crew members may have the truck driving license.

3) In the case of retirement of one or two members of the crew, the vehicle may be authorised to continue the race, upon autorisation from the College of Sporting Stewards, as a function of the circumstances and only if the crew is still composed of 2 members, both possessing a heavy good vehicle license.

As a function of the circumstances, it may be authorized by the Sporting Stewards to have a member of the team replacing the 3rd member of the crew, only if he/she is holding a 2019 FIA licence, valid for the event.

14P4 ALLOCATION OF RACE NUMBER

- 1) The Organising Committee is the only entity apt to attribute race numbers.
- 2) Race numbers will be attributed on the basis of the following criteria:
 - drivers featuring on the 2019 Silk Way Rally list of priority drivers and / or drivers linked to a manufacturer.
 - results obtained in motorsports competitions : rally, cross-country rally, racetracks etc.
 - sporting or media notoriety of a driver and/or team
 - category and class of vehicle (T1, T2, T3, OPEN, 2 or 4 wheel drive etc.)

15P IDENTIFICATION

Article 14 of the 2019 FIA General Prescriptions for Cross-Country Rallies is replaced by the following text.

- 1) The Organisers shall supply each crew with a set of identification plates comprising 2 “rally” plates and 3 panels bearing the race numbers and called number plates.
- 2) Throughout the duration of the event, plates and panels must be affixed according to the present regulations.
In no case may they cover, even partially, the vehicle's license plates.
- 3) The number panels, (50 cm wide x 52 cm high), must be affixed to the right and left sides of the vehicle, on the area situated between the wheel arches, provided that they are totally visible from the side, as well as on the roof of the vehicle, legible from the back.
They bear the race number, the name of the Event and possibly the name of the Organisers’ main sponsor. 26 cm x 50 cm are for compulsory organiser’s advertising
- 4) Both “rally” plates must be positioned legibly in a visible position during the whole event. They must be fixed at the front and the rear of the vehicle, parallel the axis of the wheels, without cover, even partially, the vehicle’s license plates and, except for the manufacturer’s acronym, the plate must be the first inscription legible from the front above the line of the headlamps.
They incorporate the competitor's race number in figures 4 cm high and with a stroke thickness of 1 cm.
- 5) At any time during the event, **the absence or faulty positioning of a rally plate or number panel may incur, on certification, a cash penalty equivalent to 10% of the entry fees (per person)**, on condition that the Organisers provide these plates. **The absence or faulty positioning of 2 or more plates/panels at the same time may result in a cash penalty equivalent to 20% of the entry fee (per person).**
Teams will have to ensure that panels and plates are completely visible from the side and not cut out.

6) The names of the 1st driver and his co-driver(s), plus their national flags (nationality of the license), of a height of 30 - 50 mm, must appear on both sides of the front wings or front doors of the vehicle. Any vehicle failing to comply with this rule may be subject to a **cash penalty**, on certification, **equivalent to 10% of the entry fee (per person)**.

7) An **identity bracelet**, on which will be printed the emergency phone number, ie. PC Course phone number, will allow the identification of crews.

Emergency number : +33 183 735 554

Failure to wear this bracelet will result in a penalty of 10% of the entry fee (per person). In the case where the bracelet becomes damaged the person must request a replacement from the competitors' service, in exchange for the damaged item.

16P ADVERTISING

16P1 GENERAL

1) *Article 15 of the 2019 FIA General Prescriptions for Cross-Country Rallies is replaced by the following text.*

- 2)** Competitors are allowed to affix any kind of advertising to their vehicles, provided that:
- a)** it is authorised by the RAF, the MAMSF, the CAMF and the FIA regulations and the legislation of the countries crossed,
 - b)** it is not likely to give offense,
 - c)** it does not encroach upon the spaces defined below reserved for rally plates, number plates and windscreen strips,
 - d)** it does not interfere with the crew's vision through the windows,
 - e)** it does not express either a religious and/or political opinion.

3) The places reserved for the Organisers for collective advertising which may not be bought are situated on:

- a)** The number plates where the Organisers' advertising must be affixed on a strip measuring 26 cm x 50 cm, which may be divided above and/or below the numbers.
- b)** 1 set of rally plates, of which 9 cm x 43 cm is reserved for the Organisers' advertising.
- c)** Two strips to be affixed on each side of the upper part of the **windscreen**, 10 cm high by 25 cm long.
- d)** 2 plates of 50 cm wide x 52 cm high which cannot be subdivided, to be affixed on the right and left sides of the vehicle, on the area situated between the wheel arches provided that they are totally visible from the side.

4) The crews must ensure that the advertising is properly affixed throughout the running of the Cross-Country Rally. Plates/panels shall in no case be cut and must be affixed so as to be visible.

If compulsory advertising is absent or wrongly affixed, a penalty of 10% of the entry fee per person will be incurred for a first offense, and 100% of the entry fee for each repeated offense.

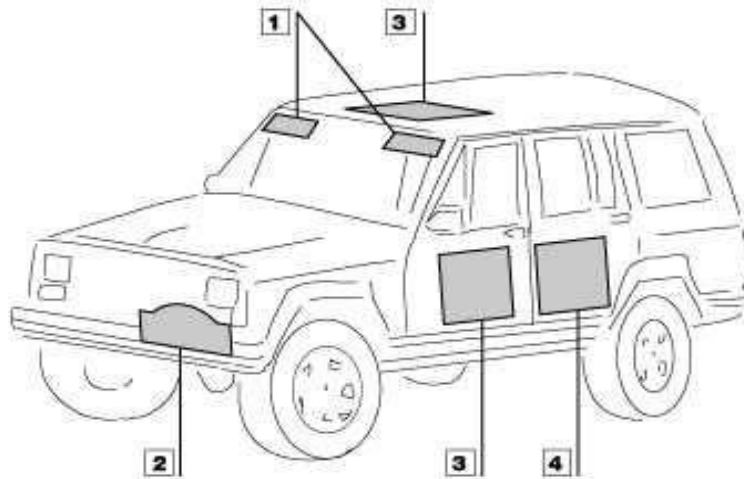
16P2 SPECIFICS

a) Competitors are required to provide sufficient space to conform to the above regulations, with all modifications to stickers forbidden (cutting etc.).

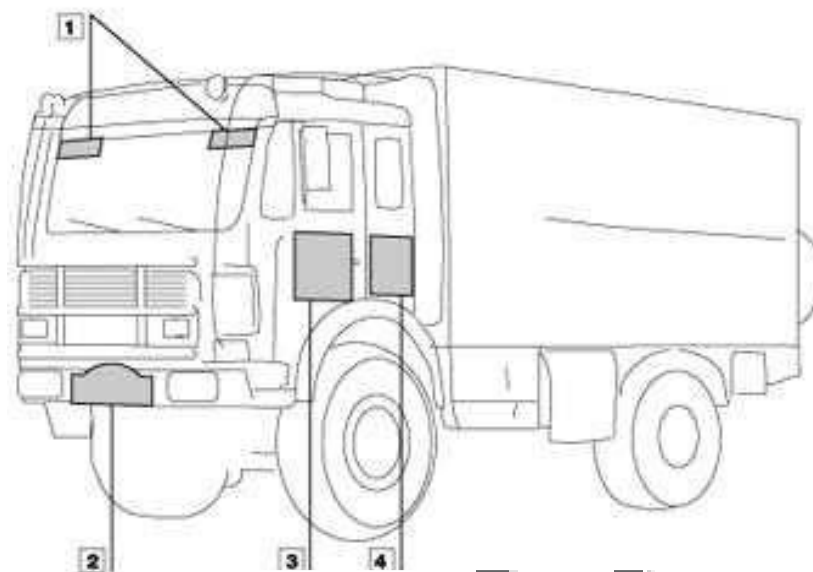
- b) For some T1.3 and T1.4 and for SSV's of T3 Group, doors number plates and advertising panels may be reduced to 30 x 32 cm, according to the size of the doors.
- c) Competitors wishing to get these small plates/panels (30 x 32) must make an official request to the organizers before 1st June 2019, with a profile picture of the vehicle showing the space for number plates. After this date, plates size will be of 50 x 52 cm.
- d) According to the size of the doors, organizers may accept or refuse the demand.

List of organisers' advertisers = will be communicated on a bulletin.

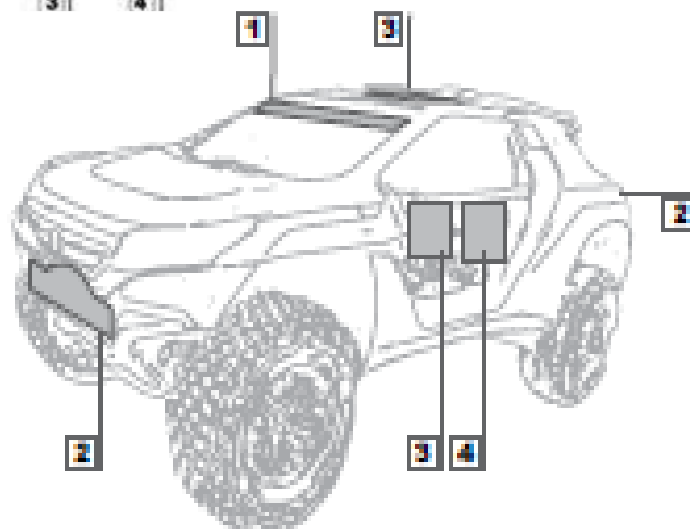
1- Traditional 4x4's



2- Trucks



3 – Buggies / SSV



Details of compulsory plates and panels for race and service vehicles, in accordance with above schemes:

- ① 25 cm of windscreen 'sun' visor strip at each extremity, by 10 cm high.
- ② 2 rally plates, 43 x 21.5 cm, at the front and rear of the vehicle.
- ③ 3 number panels, 50 x 52 cm. That of the roof must be legible from behind. *(no number plate on the roof for service vehicles)*
- ④ 2 organisers advertising panels, 50 x 52 cm (30x32 for some T1's and SSV's of T3 group).

16P3 COLOUR OF THE PLATES AND PANELS

So as to easily differentiate different groups, plates will be of different colours:

- the plates for racing vehicles will be white
- the plates for service vehicles will be yellow
- the plates for press vehicles will be green
- the plates for organisation vehicles will be red

17P ADMINISTRATIVE CHECKS AND SCRUTINEERING

17P1 GENERAL

- 1) *Complies with article 16 of the 2019 FIA General Prescriptions for Cross-Country Rallies.*
- 2) All crews must report to the administrative checks with all their members, according to the convocations which they have been received.
The team with its official representative must present the vehicle or vehicles and all necessary documents, crew's outfits FIA homologated and equipment at scrutineering.
A member of the team may take the car(s) into the parc fermé following the scrutineering.
- 3) Should **new identification marks** be affixed, it is the responsibility of the crew alone to see that these are protected until the end of the event. Should they be **missing**, the vehicle will be **disqualified** from the event.
- 4) The fact of presenting a vehicle for scrutineering is considered as an implicit statement of conformity.

17P2 ADMINISTRATIVE CHECKS AND SCRUTINEERING IN IRKUSTK

- 1) Competitors and crews will pass scrutineering and administrative checks on 5th and 6th July 2019 in Irkustsk.
- 2) Competitors and crews will receive a convocation stating the day and exact time at which they must present themselves at administrative checks.
The **convocation time** is the checking-in time at the entry of administrative checks. Crews must present themselves without their vehicles, which must stay in the service park during administrative checks.
Respecting these convocation times is compulsory.

Failure to respect the convocation times will incur a penalty of:

- **50 € for the 1st hour late (inclusive)**
 - **80 € per extra hour (inclusive).**
- 3) On leaving administrative checks, competitors and crews will receive a **convocation** time for **scrutineering**. Right after exiting administrative checks, they must go directly to scrutineering.

All lateness for scrutineering will be sanctioned as follows:

- up to 30 minutes: 15 €
- from 30 minutes to 1 hour: 30 €
- per hour extra: 15 €

4) On coming out of scrutineering all vehicles will be placed in parc fermé. At the final control of scrutineering, crews will receive a time card with a target time to reach the parc fermé. They must enter the parc fermé right after exiting the scrutineering.

All lateness for entering the parc fermé will be sanctioned as follows:

- up to 30 minutes: 50 €
- from 30 minutes to 1 hour: 100 €
- per hour extra: 100 €

5) During administrative checks, competitors will be given a compulsory course on Safety Instruments: GPS, Sentinel and Iritrack, at the QICEC, in the briefing room, Hall B4.

At least one member of the crew must be present. **All absence will incur a penalty of 500 €.**

6) Vehicles must present themselves at scrutineering with the **various mounting brackets, cables and aerials of the different safety equipment already fitted**; ready to receive these systems (GPS and Iritrack).

Failure to do so will result in a penalty of 150 € per item of equipment not installed.

7) **The Iritrack and GPS must be connected directly to the battery** (the presence of a fuse is compulsory – see art. 21P3) so that they function permanently, even when the engine is stopped or when the circuit breaker is activated.

The main circuit breaker of the vehicle must act on the positive “+”, but the GPS and the Iritrack must be mounted directly to the battery.

If this is not the case the competitor must **make their vehicle conform before passing scrutineering.**

8) Vehicles must be presented to scrutineering ready to race.

No intervention will be allowed between the end of scrutineering and entry into parc ferme.

All vehicles which appear **not to conform, or are not adapted to rally norms**, during scrutineering may either be forced to change group or be refused a start (on decision of the College of Sporting Stewards).

In the last case the **entry fees will remain the property of the organisers.**

9) **Vehicles must be presented to scrutineering with plates and panels properly affixed on the vehicles according to articles 15P et 16P.**

The good positioning of these plates / panels will be checked before scrutineering.

In the event of a noted irregularity, competitors must bring his vehicle into compliance in order to pass the scrutineering.

17P3 OBLIGATIONS

1) Each crew member must hold:

- **A passport** valid until 31/01/2020, with a minimum of 3x2 consecutive blank pages for the visas (for each country to be crossed, the visa will be affixed on the left page and the stamps will be affixed on the right page),
- **Visas:** visas may be necessary for Russia, Mongolia and China. People taking part in the convoys may also need a visa for Kazakhstan (see with competitors' dept)

Each participant must inquire about the necessity of getting a visa, according to his/her nationality and will therefore be entirely responsible for obtaining his/her visas. Required information and documents to obtain the visas will be posted on the rally's internet website.

- 2) Each crew member must present the following, valid, original documents during administrative checks:
- a valid log book or registration certificate (provisional registrations not acceptable),
 - authorisation of the owner to use the vehicle, when he is not part of the crew.
 - a 2019 FIA international competitor/driver license. The crews are solely responsible for the validity of their license, they must ask their federation to ensure that it is valid for the Silk Way Rally.
 - an authorisation to race abroad (issued by their national federation - ASN) for competitors not having a license delivered by the RAF and only for the countries where the authorization doesn't feature on the FIA license.
 - valid national driving license, corresponding to the category of vehicle entered.
- In the truck group, only 2 crew members out of 3 or 4 may hold a heavy goods vehicle license.
- insurance documents of the vehicle. Crews are responsible of the validity of their insurance documents in the countries crossed by the rally, at any time of the event, including the convoys.
 - pictures of the car, as sent with the entry file.
- 3) Each vehicle must be presented with the following original documents during scrutineering:
- homologation file of vehicles entered in T2 and T4.1
 - Dakar technical passport for T1.3's, T1.4's and T4.2's
 - FIA technical passport, whenever needed
 - drawings and dimensions of the tyres, for 2019 Silk Way Rally priority pilots.
- 4) Each crew must show the following homologated elements, during scrutineering (appendix L to FIA ISC, chapter 3 et appendices 3A and 3B of FIA General Prescriptions) :
- Helmet (appendix L, chap. 3, art.1)
 - Fireproof overall suit (appendix L, chap. 3, art.2)
 - Fireproof long underwear, balaclavas, socks and shoes + gloves for pilots (appendix L, chap. 3, art.2)
 - Frontal head restraint system, Hans or similar (appendix L, chap. 3, art.3)
- 5) Each truck crew is responsible of the validity of the following original documents:
- annual technical inspection report,
 - acceptance report for conventional type bodies in case of separate approval.
- 6) Competitors undertake, on their honour, only to present valid documents, on pain of having a start refused. **No photocopies or theft or lose declarations of any kind will be accepted, on pain of having a start refused.**

18P MARKING**18P1 GENERAL**

Article 17 of the 2019 FIA General Prescriptions for Cross-Country Rallies is replaced by the following text.

1) Complies with Appendix 2 of the 2019 FIA General Prescriptions for Cross-Country Rallies, for T2's and T4.1's.

2) The engine block, chassis and GPS, identified with a mark during scrutineering, and the crew are associated with and identified by a race number; these four elements can be neither changed nor replaced during the running of the event (except for cases expressly provided for in the present regulations).

A faulty GPS may be replaced under the control of the person in charge of the GPS's who will inform the chief scrutineer or the race direction.

3) **Any anomaly discovered**, and in particular identification marks presented as original and untouched which have been tampered with, will be signaled to the Sporting Stewards and **may entail the disqualification** of the crew, as well as that of any other competitor or crew who has helped or been involved in the commission of the infringement. This will not prejudice any demands which may additionally be made to the competitor's or accomplice's **ASN concerning the imposition of heavier sanctions**.

18P2 ALL GROUPS

1) Before arriving at scrutineering, all competitors must provide, on the parts listed below, a hole allowing fixing of seals, on pain of being refused a start. Sealing wires may also be positioned, in order to shorten the time of sealing.

The competitor is responsible for the existence of all marks and seals during the event.

The absence of a hole allowing the passing of a seal will incur a **penalty of 150 €** by missing hole.

2) Engine Block

A hole allowing the passing of a seal (diameter = 3,5mm minimum).

3) Air Intake Restrictors

For all engines, a hole allowing the passing of a seal to mark the engine air intakes (diameter = 3,5mm minimum).

18P3 T1 GROUP**Suspension travel**

Bump stops. A hole allowing the passing of a seal (diameter = 3,5mm minimum). The hole must be placed in a way that it is not possible to adjust the suspension travel without breaking the seals.

18P4 T2 GROUP

Markings for Group T2 vehicles are complying with Appendix 2 of the 2019 FIA General Prescriptions for Cross-Country Rallies.

18P5 CHANGE OF ENGINE BLOCK

1) **In all Groups, the change of engine block will lead to a 100h00-penalty.**

Before doing the change, competitors must inform the Clerk of the Course and/or the chief scrutineer, so that new markings may be affixed.

2) Only one change of engine block is authorised per vehicle. **The second change will lead to disqualification.**

19P SUPER SPECIAL STAGE AND STARTING ORDER

19P1 GENERAL

1) *Article 18 of the 2019 FIA General Prescriptions for Cross-Country Rallies is replaced by the following text.*

2) A **Super Special Stage** may take place during Leg 1 and **all competitors must take part therein.**

Not respecting this rule will lead to a 100h00 penalty.

The penalty will be the **same for a crew who takes the start of the Super Special, but who does not check-in at the finish.**

The Super Special Stage will determine the starting orders for the next Leg.

Time-keeping will be carried out at 1/10th of a second and will be rounded off for the final classification of this super special.

In case of a dead heat, priority will be given to the crew who achieved the time first. It will be run in the form of a selective section, with a minimum length of 2 km and a maximum length of 20 km.

It shall count for the classification of the Rally.

It is considered as the first selective section and all subsequent selective sections shall be numbered consequently: SS2, SS3...

If no Super Special is run, then competitors will start Leg 1 in the order of the race numbers.

3) The start of the next Leg will be given in the order of the selective section classification of the day or to the aggregation of the selective sections of the day, except for the last leg.

The clerk of the course, when drawing up the starting order, must take into account only any sporting penalties that a competitor has incurred for infringements (missed PC, missed waypoint, speeding, unfair behaviour, etc.) committed during the selective section, and which will be added to the time of the selective section(s) concerned.

Penalties imposed on any road sections concern only the general classification and shall be added to the general classification of the Leg covered.

In case of a dead heat, priority will be given to the crew who achieved the time first.

4) In the case of 2 or more successive selective sections, the start of the following selective section shall be based on the finish time of the previous selective section in hours, minutes and seconds, to which will be added the target time for the road section, if any.

This target time includes the compulsory 5 minutes before the time control of a selective section (see Art. 40P.3.e).

If two or more selective sections have been run in the same Leg, the starting order of the next day's Leg will be drawn up by cumulating the times of these selective sections. In case of a dead heat, priority will be given to the crew who achieved the fastest time in the 1st selective section.

5) In the case of a national rally twinned to the Silk Way Rally, for each leg concerned, the first competitor of the national rally will start at least 10 minutes after the start of the last competitor of the Silk Way Rally.

The competitors of the Silk Way Rally and of the National Rally may in no case start mixed.

19P2 STARTING ORDER- SPECIFICS**1) Starting Order**

a) For the Start Podium on 6th July, vehicles will start in the order of the race numbers, with the following gaps:

- the first 10 cars, every 3 minutes,
- then the first 10 trucks, every 2 minutes,
- then, the remaining cars, 1 every 2 minutes,
- finally, the remaining trucks, 1 every 2 minutes.

b) For Leg 1, on 7th July, vehicles will start in the order of the race numbers, with the following gaps:

- the first 20 cars, 1 by 1, every 2 minutes,
- then the remaining cars, 1 by 1, every minute,
- 15-minute-break,
- The first 10 trucks, every 2 minutes
- then the remaining trucks, 1 by 1, every minute.

c) From Leg 2 up to Leg 10, vehicles will start in order of the previous day's selective section's results:

- the first 20 vehicles, every 2 minutes,
- the remainder every minute.

Trucks will start in the order of the combined overall car / truck results of the selective section of the previous day, wherever possible.

When this is not possible, trucks will start after cars, after a 15-minute-break:

- the first 10 trucks, every 2 minutes,
- the remainder every minute.

d) In the case of severe weather causing or having caused changes in the nature of the terrain, the Race Direction reserves the right to modify the starting list up to the start of the last competitor.

2) Timing (itinerary / schedule)

The starting order and starting gap for each stage will be specified on the timing (itinerary / schedule) given out during administrative checks.

In the case of a big modification of a stage, a new timing will then be issued and posted on the official boards.

The starting order and starting gaps for the Start Podium (6th July 2019) and Finish Podium (16th July 2019) will be subject to an information note, if they are different from the ones published on the official timing given out at administrative checks.

3) Posting of starting order

On the evening of each leg, the starting order of the first 20 will be posted at 7.00 pm.

Competitors who have not arrived by 09.00 pm will start after the others, in the order of their starting order of the previous day.

The start list of all competitors will be posted at 10.00 pm at the latest.

19P3 RECLASSIFICATION

1) For safety reasons, the 15 first cars' crews and the 10 first trucks' crews of the previous day's overall ranking **may present a maximum of 2 requests of reclassification during the rally.**

Any additional demand may be analysed by the Board of Sporting Stewards, according to the car's and pilot's performances.

This written request must be made to the Clerk of the Course, **before 18.45 on the evening of the leg taken into consideration**, by the crew or their official representant.

The decision of reclassification, as well as the starting rank for the crew having made the request, are at the entire discretion of the Sporting Stewards, according to:

- the rank (overall and/or leg's classifications) of the crew on the previous day
- the performances of the vehicle
- the level of the pilot

2) In no case can such a repositioned driver start in front of a driver appearing among the first ten drivers in the start list of the Leg.

3) No demand for reclassification will be accepted after the Super Special Stage, whatever the reason given.

4) No request for reclassification shall be accepted for a crew on which a sporting penalty has been imposed, for any reason whatsoever, unless otherwise decided by the Board of Sporting Stewards.

20P FIXED PENALTY

1) *Article 19 of the 2019 FIA General Prescriptions for Cross-Country Rallies is replaced by the following text.*

2) The fixed penalty is expressed in a time which is added to the penalties already incurred by the competitor.

3) The total time attributed to the competitor affected by the fixed penalty, for each Leg, will be calculated by adding together:

- the maximum time authorised for the selective section(s) or road section(s) not covered,
- the fixed penalty of the day,
- any missing passage controls

ie., fixed penalty = max time + FP of the day + missing PCs

21P OFFICIAL ITINERARY

21P1 GENERAL

1) *Article 20 of the 2019 FIA General Prescriptions for Cross-Country Rallies is replaced by the following text.*

2) The official race itinerary (Selective Sections and Road Sections) is recorded in the GPS(s) supplied to competitors.

The Itinerary must be done entirely under pain of penalty going up to and including disqualification.

The Sporting Stewards' decision will be immediately enforceable; appeal is not suspensive (Art. 12.2.3 and 12.2.3a of ISC).

In a selective section, it is forbidden to use surfaced (asphalt, concrete) roads other than those indicated in the road book.

3) The validation of each Point (WPV, WPM, WPE, WPS, WPC, DZ, DZS, FZ, CP) localised on the road book guarantees the respect of the route by competitors. Each point will be numbered in chronological order on the road book and in the GPS.

WPS will be positioned on the route to guarantee the passing on some sensitive points, such as: dangers 3 (!!!), crossings of roads, pipelines, railways, etc.

4) In case of a change of itinerary, the list of compulsory passage points that is downloaded in the GPSs may be automatically modified upon arrival at the bivouac or at the start of the Leg. It is the crew's responsibility to ensure that the modification has duly been done.

5) In case of a change of itinerary, will be posted and given to competitors:

- the road-book changes, sent by the opening team (cf. Art. 23P2.6),
- a new timing, if required by the changes of route (cf. Art. 19P2.2).

6) No waypoints' coordinates will be given on the road-book, with the exception of the bivouac's coordinates.

21P2 ROUTE

1) The route of the rally is described in the road book given to the competitors. It is validated by the Opening team during the verification of the route.

2) Vehicles must all be equipped with one (1) or maximum two (2) GPS given by the organisers and downloaded with the waypoints given by the organizers.

The secondary GPS will be identified by the race number xxx of competitor, followed by the letter "S": xxxS (Secondary)

If the official GPS is broken, the secondary GPS becomes the official one.

3) Various compulsory passage points (Waypoints) noted during reconnaissance feature in the road book and are validated on the passage of the opening car.

4) Between two compulsory passage points, the route described in the road book is not obligatory but strongly recommended. Only this route is open and validated by the opening team.

5) The route will remain secret until the road book is distributed to crews.

6) The complete route is checked by the opening car.

7) The distance of the Legs will be given to the competitors on July 1st, at the latest.

21P3 NAVIGATION INSTRUMENTS

1) All navigation equipment of whatever type is controlled, especially GPS. **The bringing and possession of any system not explicitly mentioned in these regulations is forbidden and will result in disqualification** and that irrespective of the mode and technology used to evaluate or estimate ones position.

2) G.P.S. UNIK II (compulsory on board vehicles)

The mounting of a single-type GPS given by the organisers' exclusive supplier is compulsory (any other type of GPS is forbidden).

This equipment must be mounted according to the instructions supplied. It is crews' responsibility to correctly install the necessary mechanical and electrical elements before technical scrutineering and that with the aid of the installation kits purchased from the named exclusive supplier.

Electrical supply must be permanent, protected by a 3 amp fuse and give a steady continuous current of between 9 and 24 volts. The mechanical mountings must be flexible and use the silent blocks supplied.

The main circuit breaker of the vehicle must act on the “+” of the battery, and not on the “-”.

This equipment may be fitted twice

This equipment is personalised, with a series number and a race number attributed to a crew. No changes may be made without authorisation from the GPS supplier.

Any exchange of equipment between vehicles is forbidden on pain of penalties up to and including disqualification.

3) GPS compass heading, speed and odometer repeater (optional)

A sole model is authorised by the organisers and supplied but the organisers' supplier and must be linked to the GPS. **The linking of all other models or systems to the GPS is forbidden**, especially to computers or organisers of whatever kind.

4) Mechanical Tripmeter of the competitors' choice (recommended onboard vehicles)

A distance counter linked uniquely to the rotation of the wheels or the transmission shaft. **This equipment must not be linked to any other piece of equipment making the use of this information by another piece of equipment possible.**

This equipment may in no case be equipped with an integrated GPS chip, on pain of being refused to pass scrutineering.

This equipment may be fitted twice.

5) Odometer of GPS Unik II (integrated function into the GPS Unik II)

Counter of total distance, based uniquely on the calculation of the distances covered between each GPS measure (at least two per second). The Odometer is displayed in the ODO and INI pages of the GPS Unik II.

This equipment may be fitted twice.

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

Indicator of the compass heading of the vehicle, based on the earth's magnetic field. This equipment may include an internal electronic compensation system. The readout may be analogical and/or digital. **This equipment must not be linked to any other piece of equipment allowing the use of this information by another piece of equipment. No connection is allowed that might allow the entry or supply of digital data.**

This equipment may be fitted twice.

7) General

a) The use of GPS points other than those supplied by the organisers for Silk Way Rally 2018 is forbidden.

Each piece of equipment may perform only one function (compass, odometer etc.) with the exception of the odometer and compass functions of the race GPS UNIK II.

Only the linking of the GPS and the GPS compass-heading, speed, odometer repeater (unique models) is authorised.

b) All other type of GPS, fixed, portable, integrated, or equipment possessing GPS type capacities, or all other system of navigation by satellite, the recording of the route by any means is forbidden. They can in no case be used or employed during the race.

The carrying or possession of any system not explicitly described in these regulations is forbidden, and notably all computer systems, electronic navigation aids, computerised map positioning systems, computerised maps scanners or storage devices.

All linking of communication of whatever kind (cable, wifi, radio, infra-red etc) **of different pieces of equipment is forbidden.** External communications is also forbidden.

Only the linking of the crew helmets by using a helm-to-helm Intercom system is allowed, as well as the connection between electronic components inside the vehicle (cable, infrared).

c) The presence on board a vehicle of all non-justifiable wiring is forbidden (cable, aerials, pick-ups etc). The organisers reserve the right to carry out physical or electronic test at any moment with the purpose of checking:

- the correct functioning of compulsory equipment,
- the absence or use of forbidden systems,
- the absence of pre-equipment or cabling permitting the later installation of non-homologated equipment.

d) The possession or use of any other systems than the ones authorized forbidden systems may result in disqualification.

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

21P4 CONTROL PROCEDURES

1) Throughout the duration of the rally the competitor is held responsible for the checking of the working order of the GPS(S) downloaded by the organisers.

2) The GPS(s) must be working and remain connected permanently with its power supply and aerial plugged in, throughout the entire leg.

3) Any incident that is the fault of the competitor (loss, destruction, switching off, GPS code not entered etc.) and that makes it impossible to read the GPS and/or any attempt at cheating or manipulation, noted by a GPS technician, under the responsibility of the Clerk of the Course, will result in the following penalties:

- **1 hour for the competitors classified among the first 20 of the overall for cars, among the first 10 of the overall for trucks and/or priority drivers**
- **300 € for the other competitors**

4) Checks will be carried out at the end of legs. The number of not validated waypoints appears then on the screen of the "CHECK" page. A page summarizing the infringements then appears on the screen.

On stopping to clock in at a time control finish of leg, information contained within the GPS (missed waypoints, speed etc) will be automatically transmitted to the controllers by radio.

In the case of an infringement only, the GPS specialized technician will note any infractions and these will be counter signed by a crew member or by the competitor and by the marshal on spot. The controller will then hand out a copy to the competitor and will send a copy to the race direction.

Refusal to sign will lead to the following penalties :

- **1st refusal : 15 minutes,**
- **2nd refusal : 1 hour,**
- **3rd refusal : Disqualification.**

However, refusal to sign will not prevent the application of penalty(s).

In the case of an infringement, the competitor will not be allowed to pick-up his road-book for the following leg immediately (see art. 23P2.5) and he will have to first report to the race direction.

If a crew has two GPSs working and only one of the two GPSs validates the passage of a waypoint no penalty will be given.

5) In the case of a protest, accompanied by the appropriate deposit, the competitor has half an hour after notification to make a written protest to the Clerk of the Course. The GPS(s) will then be dismantled and sealed by a GPS technician in the presence of the competitor (or their representative) before being examined by a GPS technician who will hand his/her report to the Clerk of the Course.

6) Control of the speed

In case of over-speeding, if a crew possesses 2 working GPS(s) and the 2 speeds recorded are different, the crew is penalised on the lowest over-speeding. In the case where only one GPS records the over-speed, the crew will thus not be penalized.

21P5 RESPECT OF THE OFFICIAL ITINERARY – T4.3 VEHICLES

1.a) A T4.3 may be authorised to leave the rally route and to reach the bivouac via a different route (marked track or tarmac road), if it respects all the following requirements:

- only to carry out service to a race vehicle,
- **call first the PC Course with its Iritrack, to request the approval of the Race Direction to divert the route,**
- give the number of the serviced competitor to the PC Course.

The Race Direction, after analysing this information, will give their agreement or not for this intervention, a decision that the crew must respect.

b) **The T4.3 having respected all the above conditions will be penalised as follows:**

- **maximum time of all the day's selective sections not run + day fixed penalty + 100h00.**

c) Any vehicle T4.3 leaving the itinerary without following the above mentioned conditions is subject to a penalty, just as the best ranked vehicle of the team and the serviced vehicle, even if not the best ranked of the team.

2) A T4.3 being out of delay to take the start might be authorised not to run a leg and to take the start of the following leg, if it respected the requirements of article 21P5.1 a, on the day before and will be penalised as mentioned in art. 21P5.1.b.

If these requirements are not respected, it will be disqualified and may continue as service vehicle (cf. art. 31P5).

3) When these vehicles are no longer on the route of the special stage, they must then respect the local speed limits.

21P6 START PODIUM & FINISH PODIUM

1) In the case in which the Podium ceremony is not directly followed by a Road Section and/or a Selective Section, all the Competitors will have to go from the Parc Fermé and back with their Vehicles to pass on the Start Podium.

2) Each Competitor will receive a Time Card and a Target Time to cover that route.

A Service vehicle subscribed as such will be able to join the Competitor and assist them only in case of a technical problem and only after having received the authorisation by the Clerk of Course or the Organiser.

3) Wearing the safety equipment is mandatory, conforming to FIA's General Prescription, article 14.5.

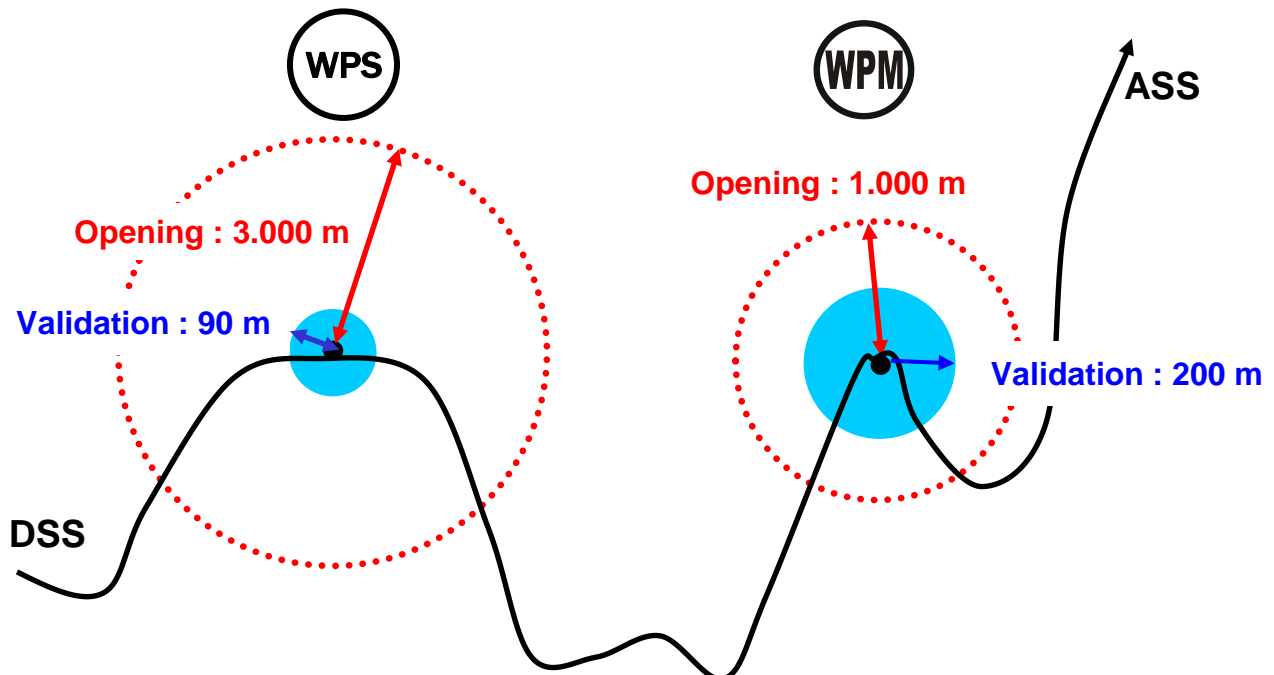
22P WAYPOINTS**22P1 GENERAL**

- 1) Article 21 of the 2019 FIA General Prescriptions for Cross-Country Rallies is replaced by the following text.
- 2) Table of radius values of the different waypoints:

Wpt Type	Opening radius (in m)	Validation radius (in m)
WPV	always visible	200
WPE	opening as soon as the previous waypoint is validated, or 3.000 m	200
WPM	800	200
WPS	800	90
WPC	never	90
CP	1.000 (because DZS)	90
DSS	= WPE or WPV, if no road section	200
ASS	1.000	90
DZ	1.000	90
FZ	= WPE	90
DZS	1.000	90

- 3) The « GPS » uses the system of Visible (WPV), Hidden (WPM), Safety (WPS), Eclipse (WPE) and Control (WPC) Waypoints.

To satisfy the navigation regulations, the WPS and WPM work according to the following principle:



4) Between 2 WPM's or WPS's, the GPS will only show the compass heading and the speed. Once the competitors have entered the 1.000 m radius around a WPM or 3 km around a WPS, the GPS will display all the usual functions of a GPS: COG (Cap over Ground), SOG (Speed over Ground), CTW (Cap to Waypoint), DTW (Distance to Waypoint) ...

All this information will also be displayed on the screen of the GPS towards a WPE, once the preceeding waypoint has been passed. In the case where the competitor has not validated the preceeding waypoint, the information will be displayed on the screen, only once the radius of 3km around the WPE has been penetrated.

The competitor can force the GPS to align itself on a waypoint using the key "W+" or "W-".

22P2 PENALTIES FOR MISSING WAYPOINTS – JOKER LEG

1) The waypoints' penalty scale (penalty for each missing waypoint: WPV, WPM, WPE, WPS, WPC, DZ, FZ, DZS, CP) will be indicated on the waypoints list delivered to the crews each day with the road-book.

Depending on the position of the waypoints, the penalties will go from 20 minutes to 2 hours per waypoint missed.

2) **A competitor:**

- not respecting the official itinerary (succession of missing waypoints representing a shortcut), even if he checked-in at the finish of the selective section
- and/or not checking-in at the start of the selective section
- and/nor not checking-in at the finish of the selective section

will get a penalty that cannot be less than: maximum time of all the sections not run during the day + day fixed penalty + 100 hours.

This Leg will thus be considered as a "Joker" Leg.

Only 3 Jokers will be authorized for the whole duration of the rally.

The 4th leg not run, or partially run will lead to disqualification.

The Sporting Stewards' decision will be immediately enforceable; appeal is not suspensive (Art. 12.2.3 and 12.2.3a of CSI).

Any crew leaving the route must inform the PC Course with their Iritrack.

Not respecting this rule will lead to penalties up to and including disqualification.

3) **Any crew having benefited from a Joker and wishing to restart on the following day must give his/her "restart demand" sheet to the Race Direction before 18.45.**

The "restart demand" sheet is located at the end of the road-book.

Not respecting this rule may lead to the start being refused.

4) In addition to checking the time card, an analysis of the GPS and eventually of the Iritrack will be carried out to check the route actually followed.

5) Vehicles concerned by this article must respect the local speed limits.

22P3 UNBLOCKING THE GPS

For safety reasons, the competitors have one possibility of unblocking the GPS by inputting one specific code:

'WPM' Code:

This code, given by the PC Course at the request of the crew via the Iritrack, activates the usual functions of a GPS and makes all the next waypoints visible.

All use of this code will result in the following penalties:

- **6 hours penalties** per utilisation for the first 20 in the overall car class and SSV class, the first 10 overall in the truck class,
- **3 hours** for other competitors.

23P ROAD BOOK**23P1 ROAD-BOOK LEXICON**

Downloadable on: www.silkwayrally.com

23P2 ROAD BOOK

1) *Article 22 of the 2019 FIA General Prescriptions for Cross-Country Rallies is cancelled. It is replaced by the following text.*

2) Every day, each crew shall receive for the leg of the following day, a road book, size A5, which will indicate the itinerary which has been reconnoitred and which will be 'opened' and 'swept'. **It will indicate compulsory points of passage (WPV's, WPM's, WPS's, WPE's, DZ's, WPC's, DZS's, FZ's, CP's) which must be respected on pain of incurring penalties up to and including disqualification.**

The Sporting Stewards' decision will be immediately enforceable; appeal is not suspensive (Art. 12.2.3 and 12.2.3a of CSI).

A the end of each chaque road-book, there will be:

- a sheet of withdrawal declaration, to give to the last time control on the selective section, or the the Race Direction upon arrival at the bivouac, to declare a retirement (cf. art 51P1.1). **Nota: withdrawal will be admissible only if the navigation and safety devices have been returned to the Safety Center.**
- a sheet called "restart demand", to give to the Race Direction to restart after a Joker leg (cf. art. 22P2.2 and 22P2.3).

3) A selective section or road section taking place on an existing track will appear in the road book as a continuous line.

A selective section or road section taking place off-track will appear in the road book as a dotted line.

4) Only the following documents are allowed inside the vehicles:

- the official road-book of the current stage,
- modifications of the opening team (which may be integrated into the road-book),
- personal notes resulting from a previous passage on the current stage (which may be integrated into the road-book),
- maps (with the exception of satellite maps and photos).

Any breach of these rules will result in penalties that may go up to and including disqualification.

5) The road book for the first leg will be issued at the administrative checks at Irkustk, on 5th and 6th July 2019.

If the opening notes of the 1st leg are not available when road books are given, they will be issued at the entrance of the briefing, on 6th July 2019.

Those of the following legs will be issued each evening for the next day at the time control situated at the finish of the leg.

They will remain the property of the competitor.

A competitor who has received an **infringement report** when he arrives at the bivouac (speed, missed waypoints, etc.) **will not be able to pick up his road book when he arrives at the bivouac**. He must report to the Race Direction, within 30 minutes of his arrival at the bivouac, with his infringement report. Once the decision has been taken by the Clerk of the Course, or his deputy, the competitor will be allowed to return to the TC finish of leg to get his road-book.

6) Following the passage of the organisers' openers, any modifications will be posted each evening before 06.00 pm, at the PC Course and at the bivouac, in the catering area, under the control and responsibility of the Clerk of the Course. Whenever possible, they will be given together with the road book at the TC finish of the Leg, in A5 format.

7) Competitors must, in all cases, adapt their driving to the condition of the terrain which will change frequently. The greatest attention must be paid at all times, whatever the type of route (selective sections, road sections, off track...).

8) Rolls road-books will only be given to pilots driving in solo. Only one road-book will be given per racing crew.

9) Each team entering more than 3 vehicles will get an additional road-book.

24P SPEED CONTROL ZONES

24P1 DEFINITIONS

1) *Article 23 of the 2019 FIA General Prescriptions for Cross-Country Rallies is replaced by the following text.*

2) Entry of a control zone

- The start of a speed control zone registered in the GPS will be indicated in the road book by a box marked: 'DZ' and by a safety or eclipse waypoint (WPS or WPE). To validate the entry of Zone « DZ », the competitor must pass at less than 90 meters (radius around the waypoint « DZ »), on pain of penalties for missing waypoints,
- In a radius of 3 kms of this point, the competitor's GPS (in the case of a WPS) will become active (DTW, CTW and arrow) so as to guide the competitor to this point,
- 90 meters before this GPS point, competitors will be informed by their GPS that they are approaching a speed control zone,
- The 90 meters after the GPS point are considered as a deceleration zone (zone of tolerance), before entering the control zone.

3) The speed control zone

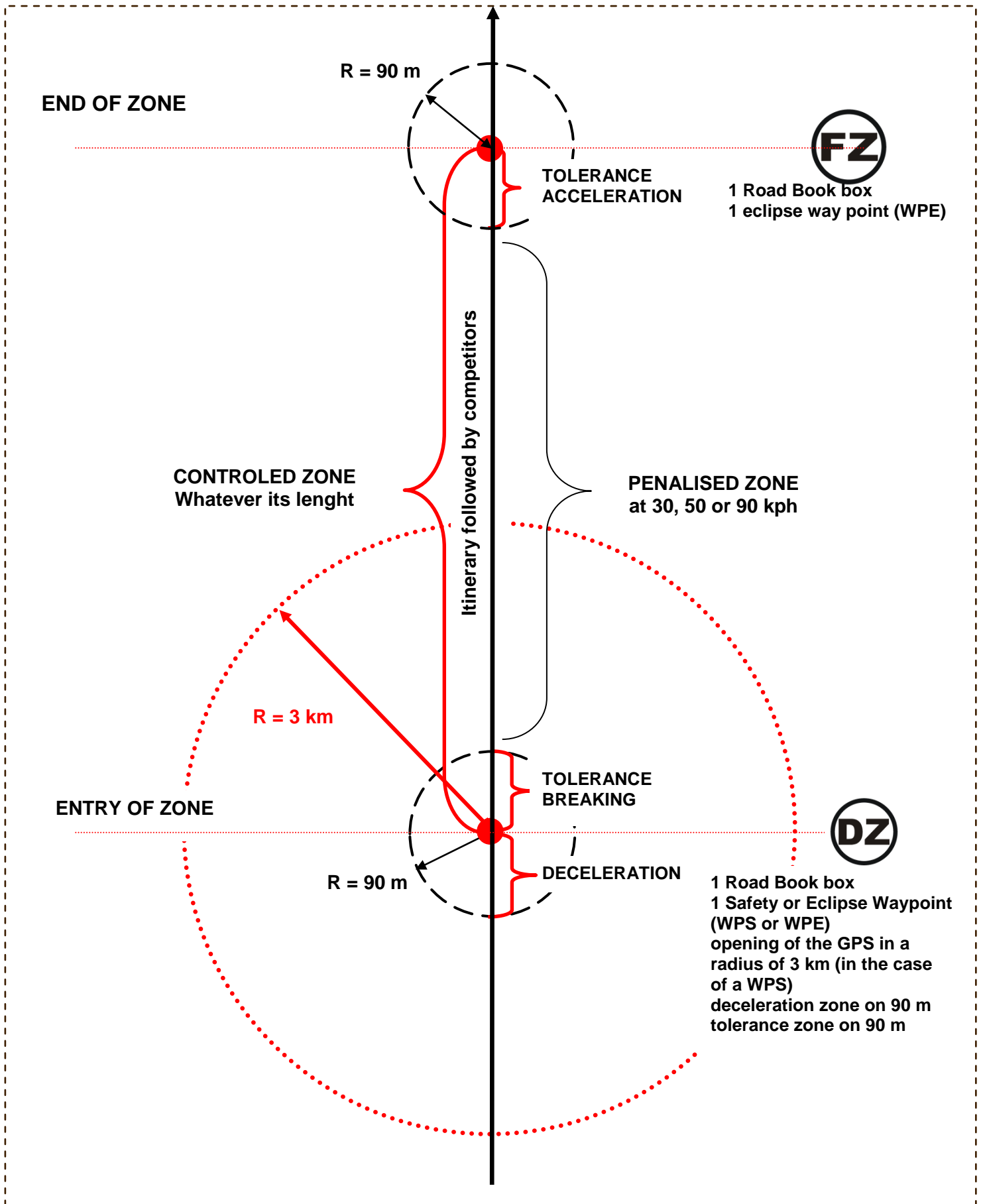
The control zone will appear permanently on competitors' GPS screens, once the entry waypoint is validated. The competitors can in no way claim not to know either the entrance or exit of the zone.

The speed of a competitor will be limited to 30, 50 or 90 kph between the point of entry and the exit point of the zone, regardless of the route taken between these two points.

4) Exit of the control zone

- The end of a GPS speed control zone will be indicated on the road book by a box marked 'FZ' and by an eclipse waypoint (WPE).
- Around this point there will be a zone of tolerance of 90 meters so as to avoid any arguments concerning the measuring of speed.
- Competitors can reaccelerate from this point.
- The exit point of the speed control zone is a compulsory point of passage. To validate the exit of Zone «FZ», the competitor must pass at less than 90 meters (radius around the WPE «FZ»), on pain of penalties for missing waypoints.

24P2 APPLICATION OF THE SPEED CONTROL ZONE WITH A WPS AND A WPE



25P RECONNAISSANCES**25P1 GENERAL**

1) *Complies with article 24.1 of the 2019 FIA General Prescriptions for Cross-Country Rallies and to the following texts.*

2) **From 15th February 2019 onwards and up to the end of the rally, reconnaissance of the route and tests giving even a minor advantage are forbidden**, in any form, throughout the itinerary, for all the competitors who have entered or who are intending to enter, and for any person having a link whatsoever with a competitor entered or intending to enter.

However, competitors may be allowed to carry out tests in previously defined zones, from May 1st to July 1st, 2018. They must make the request to the organizer, who will then give them the authorized areas (requests to send to: natalie@silkwayrally.ru).

Not respecting these rules will lead to the start being refused or to disqualification for the pilot(s) / copilot(s) concerned.

25P2 RECONNAISSANCES' TEAM

1) The Organiser's reconnaissance crew verify that the route is accessible to all vehicles (cars and trucks).

2) The reconnaissance team consists of persons showing significant experience of cross-country rallies.

26P TRAFFIC - SPEED**26P1 GENERAL**

1) *Article 25 of the 2019 FIA General Prescriptions for Cross-Country Rallies is replaced by the following text.*

2) **It is forbidden, under pain of disqualification:**

- **to transport the vehicles**
- **to deliberately block the passage of the vehicles, or to prevent them from overtaking.**

3) Competitors must respect the traffic laws of the countries crossed by the rally, as well as local traffic signs. In the case of infringement and of police control, crews are entirely responsible for the facts they have been arrested for. **Potential fines may be cumulated to penalties for over-speedings.**

4) In Russia and Mongolia, all vehicles (race and service) must drive with lights on, at any time (road sections and selective sections).

5) The registration plate must be affixed at the front and at the rear of the vehicle and the number must be legible.

26P2 GOING THROUGH SPEED CONTROL ZONES

1) Speed control zones will be indicated on the road book by the initials "DZ or DZS and FZ".

2) In areas defined as speed control zones, the speed of competitors both on Selective Sections and Road Sections is limited to 30, 50 or 90 kph.

3) If the local speed limit is lower, it applies. Also, it is the crew's responsibility to adapt their speed according to the density of population and to traffic conditions.

4) The presence or absence of signposts indicating speed limits can on no account serve as an argument in case of dispute.

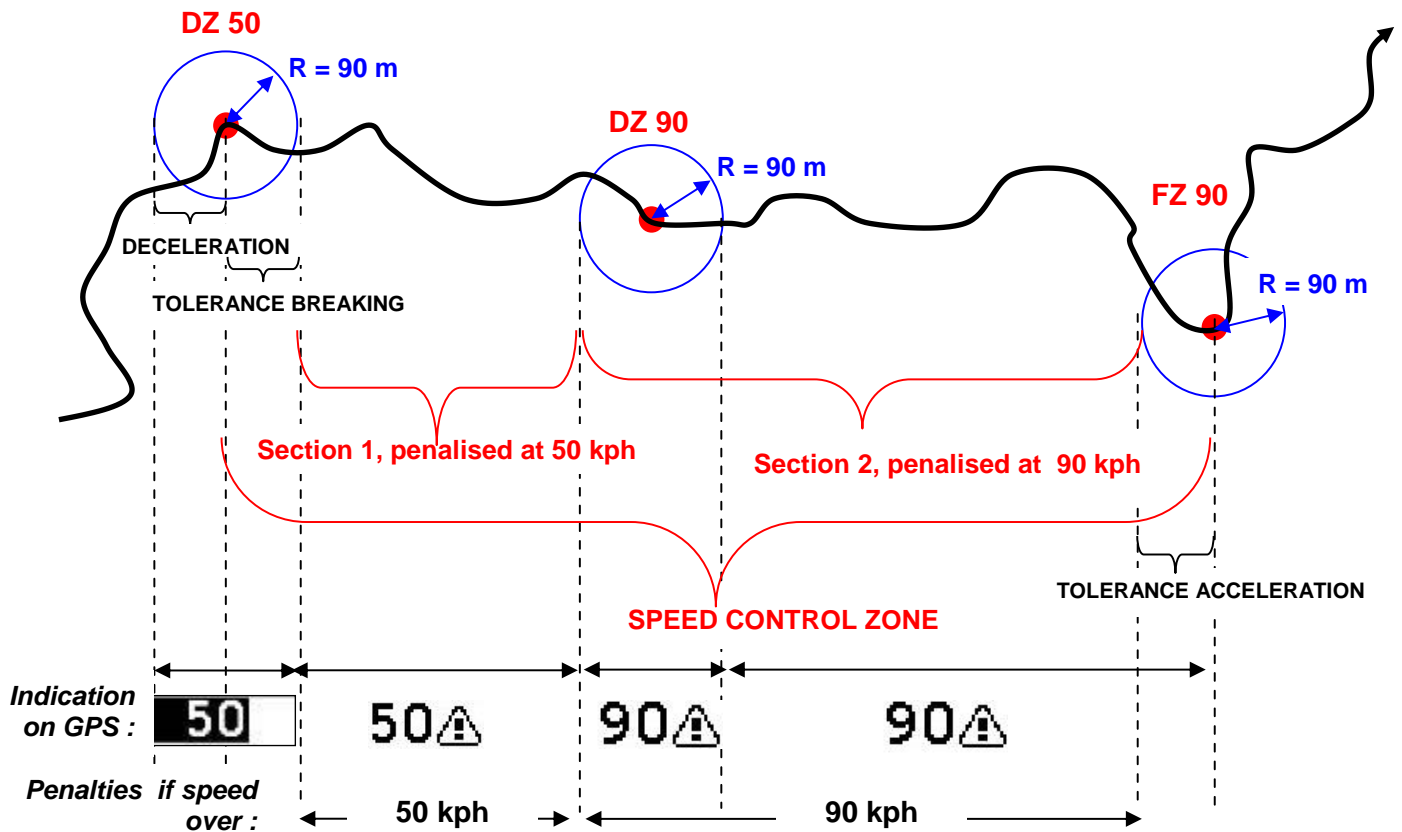
Overtaking is authorised on condition that the maximum speed authorised in the zone is not exceeded.

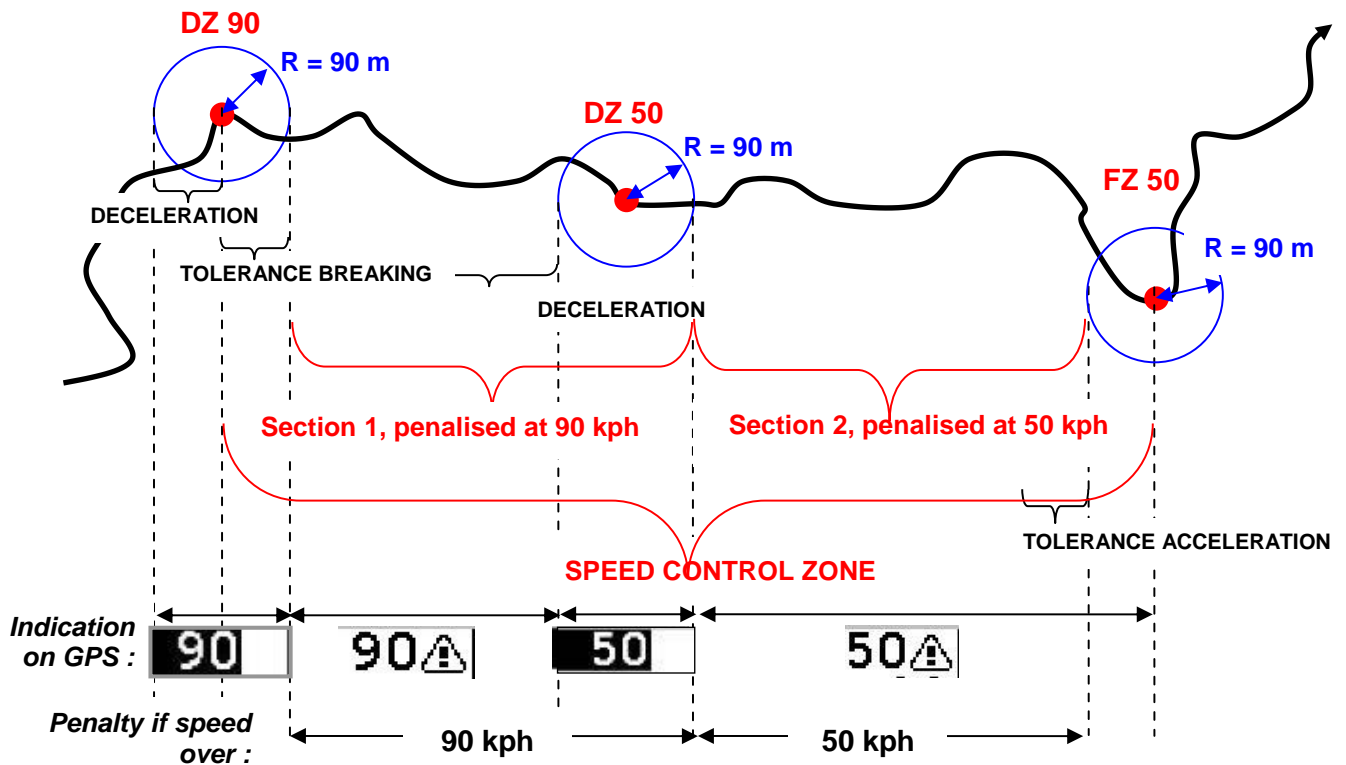
5) In a speed control zone, if the 30, 50 or 90 kph limit is exceeded, a signal will appear on the GPS's screen to indicate excess speed and its recording. The GPS may be checked at the end of the selective section and/or upon arriving at the bivouac, according to the procedures described at art. 21P4.

6) When speeding an impulsion is recorded in the GPS at least every 150 m and the speeds shown on the speed page of the GPS "SPD". On arriving at the end of the selective section and/or the bivouac a controller will note all speeding and indicate the offense to the competitor. If the competitor disagrees with the infractions noted they must make a written protest accompanied by the appropriate deposit, which they must then hand to the Race Direction within half an hour of notification, so that the GPS can be further examined.

7) In the case of a speed control zone composed of two successive sections with two different maximum speeds, the maximum speed authorised in the radius of 90 metres around the entry waypoint of the second section will always be the highest speed of both sections. In the case of decreasing speeds, the entry in the 90 meters radius of this waypoint is the start of the deceleration zone (see diagrams below).

2 SUCCESSIVE SECTIONS, INCREASING SPEED: 50 to 90 KPH



2 SUCCESSIVE SECTIONS, DECREASING SPEED : 90 to 50 KPH**26P3 PENALTIES FOR OVERSPEEDING – SPEED CONTROL ZONES**

1) If the competitor disagrees with the infringements noted they must make a written protest, accompanied by a deposit, which they must then hand to the Race Direction within a half hour of notification, so that the GPS can be further examined.

2) Any **speeding** recorded by the GPS will be penalised by the Clerk of the Course, as follows:

between 1 and 15 kph :

1' x the number of impulsions + a fixed amount of 100 €

between 16 and 40 kph :

2' x the number of impulsions + a fixed amount of 200 €

more than 40 kph :

1st impulsion: 5 minutes + a fixed amount of 300 €

2nd successive impulsion: 20 minutes + a fixed amount of 500 €

3rd successive impulsion: 40 minutes + a fixed amount of 700 €

Over 3 successive impulsions, penalties to be decided by the Board of Sporting Stewards, which may go up to and including disqualification.

All repeated offense will result in a penalty from €1.000 up to disqualification.

26P4 SPEED LIMITS – ROAD SECTIONS

1) In addition with the speed control zones (art. 26P2), the maximum speed will be limited and controlled by the GPS throughout the road sections (including road sections between two selective sections), except in cases detailed on a bulletin and/or on the road book.

Maximum speeds authorized will be those authorized by the traffic laws of the countries crossed by the rally.

2) In Russia, on road sections, speed is limited to:

- 70 kph for cars,
- 90 kph for trucks.

In Mongolia speed is not officially limited but the general state of the road network calls for great caution. Crews are strongly recommended to adapt their speed to the condition of the roads or tracks.

In China, on road sections, speed is limited to:

- 100 kph for cars,
- 120 kph for trucks.

If the local speed limit is lower, it applies.

3) On the road sections, an impulsion is recorded by the GPS every 500m. A sign on the GPS's screen will show the overspeeding and its recording.

The GPS will be checked on the arrival at the bivouac with the procedures described at article 21P4.

4) Any overspeeding of the maximum speed allowed recorded by the GPS on the road sections will be penalised by the Clerk of the Course, as follows:

- **From 1 to 20 kph :**
30 seconds per impulsion + a fixed amount of 100 €;
- **From 21 to 40 kph :**
1 minute per impulsion + a fixed amount of 200 €;
- **over 40 kph :**
10 minutes per impulsion + a fixed amount of 300 €.
Over 3 successive impulsions, penalties to be decided by the College of Sporting Stewards, up to and including disqualification.

All repeated offense will result in a penalty from 1.000 € up to and including disqualification.

26P5 SPEED LIMITS – SSV'S AND TRUCKS

1) SSV's

a) Throughout the selective sections (except speed control zones), the speed of SSV vehicles of Groups T3 and Open is limited to 130 kph.

b) Any speeding over this limit, recorded by the GPS, will be penalised as follows:

- **between 131 and 135 kph :**
1' x the number of impulsions + a fixed amount of 100 €
- **between 136 and 150 kph :**
5' x the number of impulsions + a fixed amount of 200 €
- **over 150 kph :**
1st impulsion: 20' + a fixed amount of 300 €
2nd successive impulsion: 1 hour + a fixed amount of 1.000 €
3rd successive impulsion: disqualification

All repeated offense will result in a penalty from 1.000 € up to and including disqualification.

2) TRUCKS

a) Throughout the selective sections (except speed control zones), the speed of vehicles of Groups T4, is limited to 140 kph.



b) Any speeding over this limit, recorded by the GPS, will be penalised as follows:

- **between 141 and 145 kph :**
1' x the number of impulsions + a fixed amount of 100 €
- **between 146 and 160 kph :**
5' x the number of impulsions + a fixed amount of 200 €
- **over 160 kph :**
1st impulsion: 20' + a fixed amount of 300 €
2nd successive impulsion: 1 hour + a fixed amount of 1.000 €
3rd successive impulsion: disqualification

All repeated offense will result in a penalty from 1.000 € up to and including disqualification.

26P6 SPEED LIMIT - BIVOUACS / STAGE TOWNS

It is forbidden to:

- drive at an excessive speed (more than 30 kph) within the bivouac area
- drive dangerously inside the bivouac or in the stage towns (where the local speed limit must be respected)
- drive on the landing strip.

Any infringement will lead to penalties up to and including disqualification.

27P VEHICLE TO VEHICLE ALARM SYSTEM

1) Article 26 of the 2019 FIA General Prescriptions for Cross-Country Rallies is replaced by the following text.

2) The GPS Unik II must be in operation throughout the running of each Leg and must be connected directly to the battery of the vehicle, without any possible disconnection.
The operation of the system is the responsibility of the crew.

If it is noted that the system is not in operation, through the fault of the crew, the following penalties will apply:

- 1 hour for vehicles classified among the top 20 in the general Car and SSV classification, the top 10 in the general Truck classification.
- 300 € for the other vehicles.

3) All competitors caught by another must do whatever is necessary to pull over and allow themselves to be overtaken.

Once a competitor has received 3 requests for overtaking from a same competitor, within 45 seconds or less, he shall, within 15 seconds following the third request for overtaking, do its best to facilitate the overtaking of the competitor at the origin of the requests (if the terrain allows it).

The competitor who has not allowed the competitor at the origin of the requests for overtaking, to pass within 15 seconds of the third request for overtaking, will be subject to the following penalties:

- 1st infringement: 3 minutes
- 2nd infringement: 7 minutes
- 3rd infringement: 10 minutes
- Over 3 infractions : penalty up to and including disqualification, to be decided by the Board of Sporting Stewards

- 4) All contested cases will be treated by the College of Sporting Stewards, following an audition with the two parties concerned. Depending on the circumstances they may apply other penalties (time or financial), notably to the best placed crew of the team of the crew at fault.
- 5) In case of dispute, the data from the Sentinel is downloaded, after a written request to the clerk of the course, 30 minutes at the latest after the infraction has been transmitted.

28P TRACKING SYSTEM AND ACCIDENT RESPONSE

28P1 GENERAL

- 1) *Complies with articles 27.1, 27.2, 27.3, 27.6 of the 2019 FIA General Prescriptions for Cross-Country Rallies.*
- 2) The Iritrack is a system that enables vehicles to be tracked by satellite, provided by the organisers and compulsory for all racing vehicles.
The alarms and alerts may be let off either automatically or manually.
- a) **automatic mode:**
- alarm following a violent shock (deceleration meter), followed by a stop of 1 minute and 30 seconds.
 - abnormal inclination (inclination meter) followed by a stop of 4 minutes.
- b) **manual mode:**
- blue button: phone call to the race control (PC Course)
 - red button: accident with injuries
 - green button: accident without injuries or breakdown
- c) Alternatively, at any moment, when in doubt, the PC Course can contact a competitor by telephone.
- 3) Throughout the Rally crews are responsible for the correct functioning of their Iritrack. It must be functioning and **stay permanently connected, with power cables and aerial connected throughout the length of each stage.**

Any incident caused by the crew (loss, destruction, being switched off etc.) and / or all attempts of a fraudulent nature or manipulation will result in penalties, up to disqualification, to be decided upon by the College of Sporting Stewards.

- 4) **Any competitor / crew whose Iritrack does not work at the start of a leg will be refused the start. He will have 30 minutes to comply without incurring penalties. Beyond this time, penalties will be applied.**

28P2 ACCIDENT

- 1) In the case of an accident involving injuries, it is imperative that competitors inform the PC Course by all possible means as quickly as possible so that appropriate means can be sent as quickly as possible

- 2) As crew, if at least one of its members is conscious and capable of moving:
- make the area safe by pushing simultaneously the 2 blue alarm buttons of GPS (or the external red button), in order to activate the alarm function of the Sentinel, so as to inform other competitors on spot,
 - push the red button on the Iritrack to inform the PC Course of the accident,
 - wait 30 seconds, then push the blue button on the Iritrack to be able to communicate with the PC Course and inform them of the situation.

In the case of the Iritrack malfunctioning, if the competitor cannot communicate with the PC Course, they must let off their distress beacon.

- 3) If the vehicle represents a danger to other competitors or, to make safe the area of the accident, a crew member must, after having pressed the 2 alarm blue buttons or the external red button of the GPS, place a red reflective triangle in an appropriate position, at least 50 metres before the vehicle, so as to warn other competitors.

All crews failing to respect this rule are liable to penalties at the discretion of the sporting stewards.

- 4) Any crew involved in an accident may be subject to an investigation by the College of Sporting Stewards. **Depending on the circumstances, penalties may be applied, up to and including disqualification.**

- 5) Any incident between Competitors could be investigated by the Officials and the Organisers. If it is proven that this incident is considered as a "Race Incident", the liability of the crews/competitors and of the organisers shall not be involved.

- 6) Any crew which fails to comply with the prescriptions of the present article 28P2 will be reported to the Stewards who may impose penalties as provided for in the International Sporting Code.

28P3 ACCIDENT ON A ROAD SECTION

In the case of an accident with a third party on a road section, causing injuries or material damage, the crew must immediately contact the PC Course by any means and as soon as possible, so that the latter may send the required mean of intervention as quickly as possible.

The crew must contact the safety department of the organization as well, who will tell them what to do:

- Emergency number in Russia: 101 (112)
- In charge of safety, Serguey Talantsev (speaks English): +7(937) 586-68-20

28P4 ASSISTANCE IN THE EVENT OF AN ACCIDENT OF ANOTHER COMPETITOR

- 1) It must be remembered that ethics requires that a crew which sees that an accident has occurred stop in order to provide assistance in the most appropriate manner until the rescue service arrives. Also, it must be remembered that major means are implemented to shorten the intervention times.

2) Any crew which witness an accident placing another competitor in physical danger must in the following order:

- stop,
- make the area safe by pushing simultaneously the 2 blue alarm buttons or the external red button of GPS in order to activate the alarm function of the Sentinel, so as to inform other competitors arriving on spot,
- press the red button on their Iritrack,
- give the first aid to the crew members and get information on their condition,
- call the PC Course via their Iritrack (blue button) to report the situation,
- place a red reflective triangle in an appropriate position, at least 50 metres before the vehicle, so as to warn other competitors
- wait for the rescue service or another crew to arrive,
- press the green button on their Iritrack, to signal that they are leaving the scene.

If it is impossible to communicate with the PC Course via the Iritrack, the crew arriving at the scene of the accident must let off the Sarsat distress beacon of the crashed vehicle, or if this cannot be found, their own distress beacon.

The crew who witness the accident, do not risk disqualification if they let off their own Sarsat distress beacon for the injured crew.

3) The total stopping time between the 2 Iritrack alerts alerts (red button on arriving and green on restarting) will be subtracted from the time taken to cover the selective section on same day, but only for the first two crews to stop at the scene of the accident, upon the request of the competitor or of its official representant to the Race Direction, made within a maximum of 30 minutes after finishing the day's leg.

The total stopping time can be checked and validated by the Iritrack and/or by the GPS Unik.

4) Any crew which fail to comply with the prescriptions of the present article 28P4 will be reported to the Stewards who may impose penalties as provided for in the ISC.

29P ELECTRONICS EQUIPMENT

29P1 GENERAL

Article 28 of the 2019 FIA General Prescriptions for Cross-Country Rallies is replaced by the following text.

29P2 SATELLITE TELEPHONE / GSM AND CONNECTED INSTRUMENTS

1) Are allowed inside the cockpit:

- **GSM phones and smartphones.**
- **Iridium satellite phones.**

For obvious safety reasons, the phone numbers of the phones boarded on the vehicle must be given to the organisers at administrative checks.

Network coverage being very weak in some places, crews should be equipped with an Iridium or Inmarsat satellite phone.

Are forbidden inside the cockpit:

- **Touch pads / digital tablets.**
- **GPS watches.**
- **Any other instrument connected to the internet.**
- **All Data storage device.**

Anything that is not explicitly allowed is forbidden.

2) On selective sections, only in case of problems crews must inform the PC Course of their situation via their Iritrack.

Telephones may be used, only outside of the vehicle, with the vehicle stopped, to signal a retirement, an accident or a breakdown, including T4.3 trucks.

Apart from the above-mentioned point, telephones may in no way remain switched on during the selective sections.

Spot checks may be carried out. **Any infringement will lead to penalties which may go as far as disqualification.**

3) No permanent aerial, 'hands-free' kit, fixed installation or pre-wiring is authorised in the vehicle, except for the GPS(s), tracking systems and on-board cameras supplied by the organisation.

The installation and use of a removable antenna (Iridium and/or GPS) is strictly prohibited while driving.

4) During selective sections no transmissions (to or from the vehicle) of the type SMS, MMS, or of data is authorised.

All equipment (data cables, infra-red, Blue Tooth, Wi-Fi or others) is forbidden.

5) **All infractions will result in penalties up to and including disqualification.**

29P3 RADIO AND TRANSMISSIONS

1) Only the following aeriels will be authorised:

- For the race GPS, supplied by the organisers supplier,
- Iridium and GPS linked to the Iritrack and supplied by the organisers supplier,
- Radio aeriels designed only to receive AM or FM public radio broadcast on authorised wavebands.

To the exclusion of all other type of aerial, linked or not, of type Standard C, D+, M, mini M, Argos, radios, telephones etc.

All infractions may result in disqualification.

2) Radios

All HF-VHF-CB transmitters and / or receivers or all other means of communication are forbidden throughout the entire rally itinerary aboard vehicles in the race. All wires and aeriels linked to these devices must be taken away from the vehicles before scrutineering. AM / FM radio receivers must be commercially available models and not modified. The wave length of FM receivers is limited to 88 – 108 Mhz. Spot checks will be made.

All infractions will result in penalties up to and including disqualification.

Only Walkie Talkies operating on one single frequency, used within the confines of the bivouac are admissible.

3) Satellite links

All satellite links or other links between a race vehicle on a selective section and an exterior base or another vehicle, other than the Iritrack and the Sarsat distress beacon, **are forbidden.**

4) Data

All data transmission systems, that allow the tracking of vehicles and management of vehicle fleets is forbidden.

And that whatever the means or technical system used, on the pain of disqualification, with the exception of Iritrack and Sentinel.

29P4 ONBOARD CAMERAS

- 1) Competitors are obliged to accept the fitting of a kit (power cables and mounting bracket) and the fitting of onboard camera (+ sound) during the rally. These systems will be installed temporarily in vehicles as required by the organisers, by the organisation's supplier. **All refusal will result in the start being refused.**
- 2) The camera must function and remain permanently connected, with power cables and aerials connected, throughout the stage.
- 3) **All incidents caused by crews (loss, destruction, switching off etc.) and / or all attempts at fraud or manipulation will result in penalties which may go as far as disqualification, to be decided upon by the College of Sporting Stewards.**
- 4) The use of onboard cameras, other than the ones supplied by the organisers, as well as footages done with this camera are submitted to the rules described in Appendix 3.
Any plan to use an onboard camera will be subject to a written request, sent to the organization Head of Media, before the end of the administrative checks.
Onboard cameras equipped with a GPS system are prohibited.

All infringement regarding the use of on onboard cameras and/or footages will lead to penalty up to and including disqualification.

29P5 DRONES

- 1) If a competitor or one of his representatives wants to use a drone or drones, he shall make a written demand to the organisers and hold a valid insurance, that he must show before the end of administrative checks at the latest. No autorisation will be delivered afterwards.
Without prior authorization, any use will be prohibited, the drone may be confiscated and the competitor penalised. Penalties may go up to disqualification.
- 2) **For safety reasons, using drones is strictly forbidden:**
 - above and in the vicinity of selective sections,
 - above the starts and finishes of selective sections' areas,
 - above the crossings of selective sections and service route,
 - above the bivouacs, when they are located on or close to airports,
 - close to landing areas of organisers' and authorities' helicopters.

Any violation of this rule will result in penalties for the competitor having a connection with the drone holder; penalties may go as far as and including disqualification.

30P OPENING OF THE ROUTE

- 1) *Complies with article 2, 5 and 6 of Appendix 5 of the 2019 FIA General Prescriptions for Cross-Country Rallies.*
Article 29 of the 2019 FIA General Prescriptions for Cross-Country Rallies is replaced by the following text.
- 2) Organisers undertake to put in place a team, under their responsibility, composed of specialists from the discipline, whose purpose is to check the entire route, ahead of the race.

31P SERVICE**31P1 GENERAL**

- 1) *Complies with articles 30.1, 30.2, 30.3, 30.4, 30.5, 30.6, 30.8, 30.9, 30.10, 30.12, 30.13 of the 2019 FIA General Prescriptions for Cross-Country Rallies.*



2) The Service teams must fully respect the itinerary, as described in the Service road book. Penalties may go from being forbidden to carry out service on one leg up to disqualification.

3) All infringements to the service regulations will incur penalties up to and including disqualification. All assisted competitors are responsible for their service crews.

4) A competitor may be temporarily or permanently deprived of their service vehicle and the material it transports, depending on the gravity of the infraction committed.

31P2 AUTHORISED SERVICE

1) Only vehicles / people officially entered in the race or as service vehicles / people are authorised to transport service materials that must weigh no more than the weight limit imposed by the International Highway Code.

2) Service is authorised:

a) On the route of a Selective Section:

- By the crew of a motorcycle, a quad, a car, a SSV, or a truck officially entered in and still in the race.
- By a service vehicle, after the closure of the control at the end of the selective section. The service crew must compulsorily :
 - receive beforehand the autorisation from the Race Direction, that will explain them what to do
 - get a tracking system from the PC Course to go to the route of the selective section.

Any breach of this rule will lead to a penalty up to and including disqualification.

A T4.3 truck may be authorized to leave the official itinerary after having carried out service on a race vehicle, if it respects the conditions of article 21P5.

b) On the route of a road section:

- By the crew of a car or a truck officially entered in and still in the race.
- By vehicles in the assistance category, when the service vehicles have the same itinerary to that of the race. Refueling with petrol or diesel out of a service vehicle is not allowed.

On some legs, the presence of service vehicles may be authorized on the starts and finishes of selective sections. They should in no case obstruct the passage of competitors.

The legs concerned will be indicated to the competitors at administrative checks and/or on the eve of the leg concerned, at the briefing.

When a leg is made of several selective sections, service is authorized on the road sections located between 2 selective sections, if race and service routes are common.

On these legs refueling is authorised in petrol stations, if they are located on the route of the road-book.

c) On the route of a road section, for SSV's of T3 Group:

SSV's of T3 and Open Groups may be loaded on/in their service vehicles to do the road sections, only if road sections and service route are common and if they got the autorisation or obligation to do so from the Race Direction, during the briefing preceding the stage.

On some legs, they will have to be loaded on/in their service vehicles throughout the road sections, so as to comply with the traffic laws of the countries being crossed. Details of legs concerned will be given to crews at administrative checks at the latest.

d) Between the end of a leg and the start of the following leg (within the bivouac area):

- By the crew of a car or a truck officially entered in and still in the race and by vehicles in the service category.

It is authorised for persons entered as service crews to take race vehicles out of the bivouac without taking a time card, for the purposes of refueling, washing or for testing (cf. art. 4P7.4.c).

Service in a closed or private place is forbidden at the bivouac and/or in the stage town. A tent is not considered as an enclosed area.

Racing and service crews will be required to follow the organizers' instructions as to the position of their team on the bivouac.

Failure to comply with these guidelines will result in a penalty of € 500 per vehicle.

Repeat offense will be judged by the Sporting Stewards.

e) At the bivouac, after the start of the Selective Section:

- Once the competitor has taken the start of the Selective Section, service at the bivouac (under conditions described in point d) is authorised providing the competitor does not return to the bivouac in the opposite direction to the rally itinerary.
- Where there is only one piste, all returning to the bivouac is forbidden, on pain of disqualification.
- In the case of off-piste, for safety reasons and so as not to meet vehicles coming in the other direction, competitors must move away from the tracks to the bivouac, without incurring penalties.

f) In authorised zones:

Service zones may be allowed and will be shown in the race and assistance road books.

g) On a Marathon stage:

For safety reasons, in the working park of the marathon stage, art. 44.6 of FIA General Prescriptions will apply. No penalty will be applied.

31P3 PENALTIES FOR FORBIDDEN SERVICE

1) The person in Charge of Service Category has authority to:

- enforce service regulations,
- control that all persons/vehicles carrying assistance inside the bivouac or close to it are duly accredited by the organisers,
- check that identification plates/panels affixed on the doors correspond to a vehicle duly entered and are not counterfeit,
- apply penalties for forbidden assistance.

2) Service carried out by a non-accredited person or vehicle or by a vehicle which identification plates have been counterfeit will lead to the following penalties:

- **1st infringement:**
 - obligation for vehicles and/or the persons concerned to get accredited by the organisers or to leave the itinerary of the rally. If the vehicle and/or the persons concerned refuse to regularize their situation, thus the racing crew incur penalties which may go as far as disqualification.
 - a minimum of 3h00-penalty for the assisted competitor, for an infringement on a road section or at the bivouac
 - a minimum of 10h00-penalty for the assisted competitor, for an infringement on a selective section
- **2nd infringement:** disqualification of the assisted competitor

3) Servicing on a selective section by a vehicle and/or person registered in the service category will lead to penalties **from 6 hours to disqualification**, for the assisted vehicle.

All repeat offenses will lead to disqualification of vehicles and persons concerned.

4) Any presence of a service vehicle on a road section, a start or a finish of a selective section when they do not feature on the assistance road-book, or if not authorized on the current regulations or on a bulletin will lead to penalties **from 3 hours to exclusion**, for the best ranked vehicle of the team.

All repeat offenses will lead to disqualification of vehicles and persons concerned.

5) Any transport of parts by a vehicle not accredited or by a vehicle with counterfeit identification plates will lead to penalties **from 3 hours to exclusion**, for the assisted vehicle.

All repeat offenses will lead to disqualification of vehicles and persons concerned.

6) The dropping or parachuting of spare parts on the route of a leg (by any means) will lead to penalties **from 6 hours to exclusion**, for the best ranked vehicle of the team.

All repeat offenses will lead to exclusion of all vehicles of the assisted Team.

7) Servicing outside the bivouac or in an enclosed place (inside or outside the bivouac) , will lead to penalties **from 6 hours to exclusion**, for the assisted vehicle.

All repeat offenses will lead to disqualification of vehicles and persons concerned.

8) The presence of any means of transport (car, motorcycle, aircraft, helicopter, etc.) following the rally route the same day or a number of days prior, as well as the prolonged flying over of any means of transport, with official means or not, **carry aboard a person having any link whatsoever with competitors still in the race will lead to the immediate disqualification of all the participants having a link with one of these means.**

Flying over the rally route with a drone having any link whatsoever with competitors still in the race, the same day or a number of days prior will lead to the same penalties.

31P4 TEAM MANAGERS

1) Team Managers having registered a minimum of 3 vehicles for the same team, will benefit from a free individual entry fee.

As for all person registered in the service category, the Team Managers must enter before 1st June 2019.

2) The Team Manager must, during administrative checks, approve and sign the list of race vehicles and service vehicles, which have been entered by them and for which they are sportingly responsible.

31P5 RACE VEHICLE BECOMING A SERVICE VEHICLE

1) Crews disqualified or retired must immediately leave the rally and take away their numbers and race plates.

They may continue on to Dunhuang, through the daily bivouacs, as a service vehicle after having:

- informed the Race Direction via Iritrack phone, or via the Crews' Relations Officer,
- contacted the person in charge of Service category,
- at first, crossed their race numbers with black rubber tape, then recovered Service number plates and having affixed them on their vehicle,
- exchanged their crew's bracelets for service bracelets, at the competitors' department,
- returned their Sarsat distress beacon, their GPS and their Iritrack to the suppliers,
- obtained the service road book.

2) They must neither drive nor stop on the race itinerary on the same day as its passing, nor on days preceding its passage. They must respect the instructions stated in this document and conform to the assistance regulations.

3) **Failure to respect these clauses will result in the immediate withdrawal of the vehicle and its crew of the rally's caravan, who will thus not be able to enter the bivouac, and the request for sanctions from the ASN's of both pilot and copilot.**

32P TEAM TO VEHICLE COMMUNICATIONS

1) *Complies with article 31 of the 2019 FIA General Prescriptions for Cross-Country Rallies.*

2) **Signposting and/or the transmission of information by any means on selective sections or on the crossing of race and assistance itineraries, will be sanctioned by a 3h00 + 500 € penalty per infringement, for the competitor concerned. All repeat offenses will lead to exclusion.**

3) **Servicing on the crossing of race and assistance itineraries, except expressly authorised will lead to penalties from 6 hours to disqualification. All repeat offenses will lead to disqualification.**

4) Any member of the organisation on spot possessing a national or international license will automatically be considered as a judge of fact.

33P REFUELING

33P1 GENERAL

Article 32 of the 2019 FIA General Prescriptions for Cross-Country Rallies is replaced by the following text, except from art. 32.2, 32.5 and 32.8.

33P2 SPECIFICS

1) **Refueling is authorised uniquely, on pain of disqualification:**

- in refuelling zones set up by organisers and intended to SSV's refueling only,
- at commercial service stations in the Leg towns or on the road sections;
- via the organisers at the bivouac,
- at the possible distribution points, put in place by the organisers.

2) **Refueling out of barrels, is forbidden on road sections.**

Refueling is authorised on road sections only with local fuel, available at the station's pump.

The fuel quality (SP95 and Diesel) is guaranteed in the fuel stations accredited by the organisers, featuring on the road-book or given at daily briefing.

Fuel delivery is allowed only at the bivouacs or at the petrol stations of the towns of the bivouacs (stage town).

3) If there is no petrol station near the bivouac, or if fuel quality can not be guaranteed at stations near the bivouac, then organisers will set up a refueling service at the bivouac.

The process for fuel orders will be given to competitors before the rally.

4) The organisers will make AVGAS fuel barrels available at the bivouac.

AVGAS Fuel orders (race) must be made by the official supplier of the rally. Precise information (km, types of terrain) with the information of AVGAS fuel supplier (Website link and order form) will be sent in June 2019.

5) For safety reasons, refueling may only be carried out in the areas provided for this purpose and mentioned on the plans of the bivouacs, regarding petrol. For Diesel powered vehicles, refueling may be carried out from the position of the team on the bivouac, out of a T4 or T5.

It is a crew's or team's responsibility, during refueling at the bivouac, to ensure that they are at a respectable distance from other vehicles. A fire extinguisher must be within arms reach during the operation.

The responsibility during refueling is the crew's alone. Engines must be stopped during all refueling. Crews must remain outside the vehicle during refueling and the vehicle must be on its wheels.

6) Refueling between competitors still in the race is authorised.

7) The filling of fuel tanks of T1.1, T1.2 or T2.2 cars can only be made from T4 or T5 trucks, if the fuel tank of the truck is located outside the bodywork of the truck, under the vehicle.

T5 trucks can only refuel at the bivouac.

8) Failure to respect the clauses listed above will result in penalties up to and including disqualification from the race. Checks will be made.

33P3 REFUELING ZONE, SELECTIVE SECTIONS (SSV ONLY)

1) Refuelings in selective sections will take the form of a 15-minute-neutralisation.

2) All SSV competitors (T3 and Open categories) shall stop in this zone, whether they refuel or not, according to their fuel range.

3) Refueling shall be done in the order of arrival in the zone. Engines must be stopped, crews outside the vehicle.

4) In the refueling zone, no intervention on the vehicle will be authorised, except for refuelling.

5) Competitors will be solely responsible for their checking-in.

6) To check-in, a function of the GPS enables to see :

- their entry time into the zone,
- the remaining neutralisation time.

7) Any early exit from the zone will be recorded in the GPS and penalised by periods of 30 seconds (from 1 to 30 seconds early, from 31 to 60 seconds early, from 1 minute 1 second to 1 minute 30 seconds early, etc.). Any early exit will be penalised by 2 minutes per period of 30 seconds.

8) Penalties for exceeding the speed in the refueling zone will be the same ones as the ones applied for a CP safety zone (see art. 43P2.5).

33P4 OPERATION OF THE REFUELING ZONE ON A SELECTIVE SECTION

The diagram and the operating mode will be communicated by bulletin.

34P FUEL**34P1 GENERAL**

Article 33 of the 2019 FIA General Prescriptions for Cross-Country Rallies is replaced by the following text.

34P2 SPECIFICS

1) The allowed fuels match the following norms:

- FIA norms, Appendix J of the ISC
- official norms of fuels distributed in the petrol stations in Russia, Mongolia and in China (norms available from the organisers)

The maximum limit of CETAN for Diesel vehicles is: 55.

The use of special fuels, other than those described above is strictly forbidden on the pain of disqualification.

2) The use of aviation fuel (AVGAS) is authorised for petrol-engine vehicles.

The use of bio fuels will be accepted upon declaration, after acceptance of the file by the Organising Committee. The requests have to be carried out before 1st June 2019.

3) All vehicles must have a minimum fuel range of 800 kms, except SSV's that must be able to run a minimum distance of 250 kms..

Each crew are responsible for calculating their fuel range. In no case may competitors make any claims against the organisers if their vehicle fails to cover the minimum distance of 800 kms / 250 kms for SSV's, regardless of the nature of the terrain.

For safety reasons a 10% margin is essential, i.e. a range of 880 kms, 275 kms for SSV's.

35P INSURANCE**35P1 GENERAL**

Complies with article 34 of the 2019 FIA General Prescriptions for Cross-Country Rallies.

35P2 ASSISTANCE / REPATRIATION

The organisers have passed assistance / repatriation services to : in process.
Contract's details will be available from the organisers from 15th June 2019.

35P3 PUBLIC LIABILITY

The Silk Way Rally organisers are currently finalizing a Public Liability Insurance policy. This policy relates specifically to sports events with terrestrial vehicles in accordance with the legislation in force.

Contract's details will be available from the organisers from 15th June 2019.

35P4 PERSONAL ACCIDENT INSURANCE

1) Competitors must contact their national federation to find out what their sporting competitor/driver license covers them for.

- 2) Please note that medical expenses (including hospital costs) are covered up to €4,500 by the organization. It is thus strongly advised to all rally participants to take out additional insurance with the insurance company of their choice (personal accident insurance + optional medical costs insurance).
- 3) The Personal Accident Insurance occurs if the participant is the victim of a bodily accident during the rally, regardless who is responsible, regardless of whether or not there is a third party identified. It guarantees the payment of capital in case of permanent disability or death.
- 4) The Medical Costs Insurance allows reimbursement of prescribed medical expenses incurred with the agreement of the Medical Director of the rally before any repatriation. It also allows you to be covered, in case of overrun of 4,500 €.

36P TIME CARD

36P1 GENERAL

Complies with article 35, of the 2019 FIA General Prescriptions for Cross-Country Rallies, except from Art. 35.3

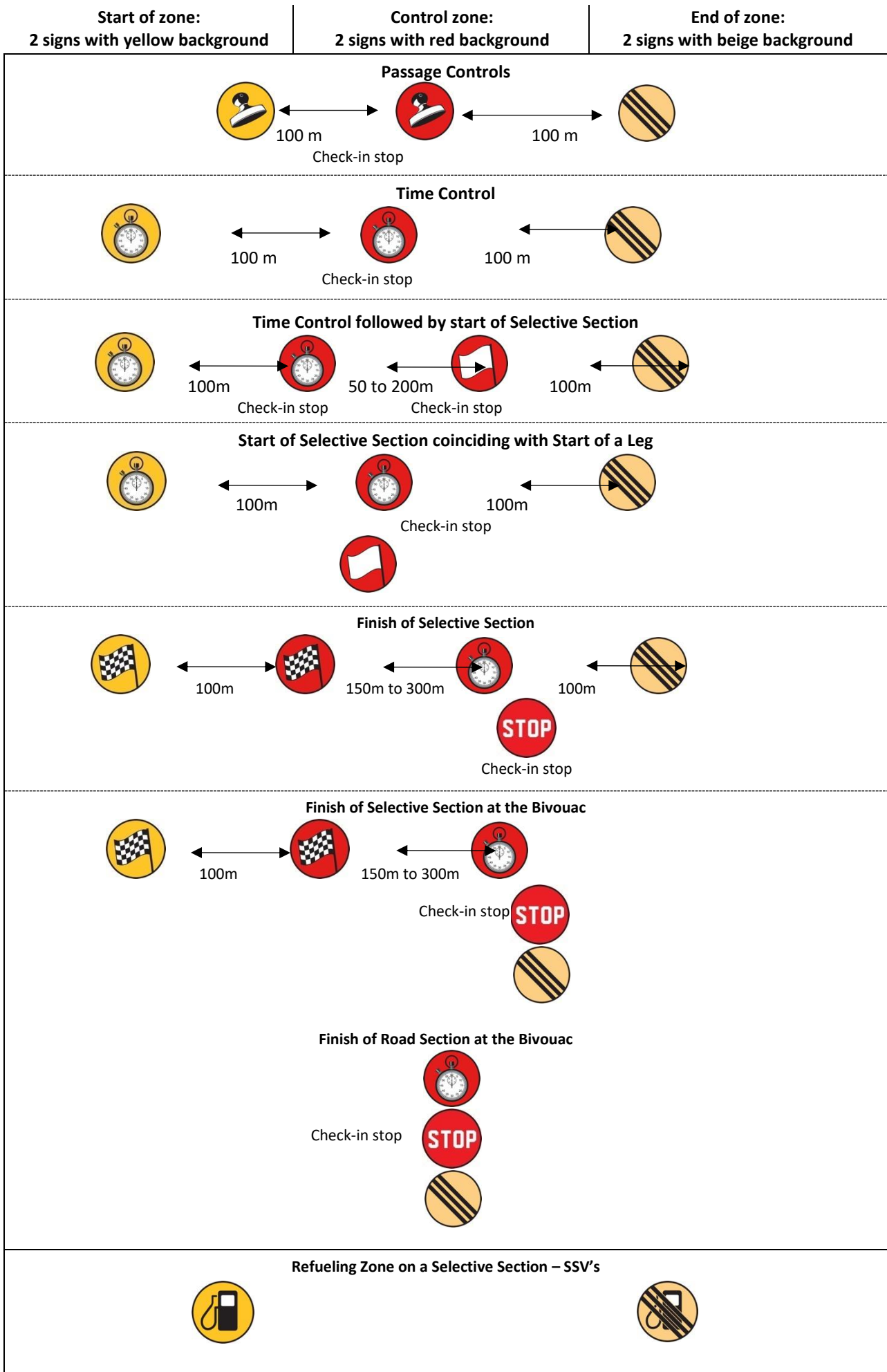
36P2 SPECIFICS

- 1) At the start of a Leg, crews shall be given a Time Card on which the target times and the maximum times authorised to cover each Road Section and each Selective Section shall appear respectively. This Time Card is handed in at the finish Time Control of each Leg and replaced by a new one at the start of the next Leg. Crews are solely responsible for their time cards.
- 2) **Any correction or amendment made to the Time Card will result in disqualification, unless such correction or amendment has been approved in writing by the controller.**
- 3) Crews are obliged, under pain of penalties which may go as far as disqualification, to have their passage checked at all points mentioned on their Time Card. **The absence of a stamp or the failure to hand in the Time Card at any control will result in a penalty which may go as far as disqualification.**
- 4) At all the various controls, the time card may only be presented if the crew is complete and aboard the vehicle, **on pain of penalties that may go as far as disqualification.**
- 5) **Not giving back the time card at the TC at the end of a leg will entail a 5-minute penalty.**

37P CONTROL ZONES

37P1 GENERAL

Complies with articles 37.1, 37.2, 37.3, 37.4 of the 2018 FIA General Prescriptions for Cross-Country Rallies.



37P2 SPECIFICS

- 1) The time control zone should be organised in such a way, that team members can watch the timekeeping without entering the control zone. The maximum width of the zone may not exceed 15 m and the zone must be situated along a single axis, except for Passage Control zones.
- 2) Control posts shall be ready to function 30 minutes before the target time for the passage of the first crew. Unless the Clerk of the Course decides otherwise, they will cease to operate 1 hour after the target time for the last crew.
- 3) **On pain of a penalty which may go as far as disqualification, the crews are obliged to follow the instructions of the marshal in charge of the control post**, who must be assisted by a controller (all possible cases will be examined by the Stewards following a written report by the marshal in charge of the control post).
- 4) A vehicle must move by its own means. If the vehicle is unable to move, towing and/or pushing by a competitor in the race are allowed, or by a service crew or vehicle when the race and the assistance route follow the same itinerary.

37P3 INTERVIEW ZONE

- 1) According to the stages, an interview zone may be set up after the finish of the selective sections and / or the arrival of the competitors at the bivouac, near the TC end of leg.
- 2) All designated competitors are required to stop there as demanded by organisation staff.
- 3) At finish of selective sections, whenever necessary, a new start time for the road section will be written on the competitors' time card, following the interviews.
- 4) **Any breach of this rule or incivility established will lead to a penalty of 500 €.**
Any repeat offense will be judged by the Board of Sporting Stewards.

38P TIME CONTROLS**38P1 GENERAL**

- 1) *Complies with articles 37 of the 2019 FIA General Prescriptions for Cross-Country Rallies, except from Art. 37.7.*
- 2) At a Time Control, any difference between the target check-in time and the actual check-in time will be penalised at a rate of 1 minute per minute or fraction of minute.
- 3) For Selective Sections, the finish times will be taken at the maximum to the second, including the selective sections made of 2 parts separated by a road section.
- 4) Any failure on the part of a crew to observe the rules of the check-in procedure defined above (and in particular the fact of entering a control zone more than a minute earlier than the check-in time) will be recorded by the chief controller at that post and sent in a written report to the Clerk of the Course.
- 5) In the case of a leg with two selective sections, the start time for the second selective section corresponds to the finish time of the first selective section in hours, minutes, seconds, to which is added the target time for the road section.
The TC finish of road section is thus linked to start of selective section.

38P2 CHECKING-IN AT THE TIME CONTROL BEFORE THE START OF A LEG

- 1) Early checking-in is not authorised.
- 2) **All checking-in late at the start of a leg will be penalised by a minute per minute late, until the closing of the control (i.e. 1 hour after the ideal start time of the last competitor).**
A new time and a new start order will be given to the crew, at the discretion of the person in charge of the control.
- 3) **After the closing time of control, the start will be refused to the crew,** except upon authorization of the Clerk of the Course. They will therefore be allowed to take the start of the following leg, but will be penalized (cf. art. 22P2).

38P3 MAXIMUM TIME / TARGET TIME**1) Road sections**

A target time is given for each road section.

Any difference in this target time will incur a penalty of one minute per minute.

Clocking in ahead of time is authorised at the time control at the TC end of Leg.

2) Selective sections

Selective sections will be run in real time, with a maximum time allowed. Crews checking-in after this maximum time will incur the fixed penalty. If the finish of the selective section is also the finish of the leg, the procedures laid down in article 38P4 will be applied.

The arrival time will be taken no more than to the second.

3) Timing (itinerary/schedule)

Target times and maximum times allowed, the start order and the gaps will be given at administrative checks, as will the closing times of controls (CP's and TC's), the fixed penalties.

39P SELECTIVE SECTION CONTROLS**39P1 GENERAL**

- 1) *Complies with article 38 of the 2019 FIA General Prescriptions for Cross-Country Rallies, except from Art 38.6.*
- 2) At the finish of a Selective Section, the stop point will be twinned with a Time Control.
- 3) If a time control is not followed by the start of a Selective Section, the checking-in time on the time card constitutes both the arrival time at this time control and the start time for the new section.
- 4) **Any crew refusing to start in a Selective Section at the time and in the position allocated to it shall be given a penalty of 60 minutes** and must make itself available to the post chief who will notify it of its new start time.

39P2 CHECKING-IN AT TIME CONTROL BEFORE THE START OF A SELECTIVE SECTION

- 1) Early checking-in is not authorised.
- 2) **All checking-in late at the start of a selective section will be penalised by a minute per minute, until the closing of the control (i.e. 1h00 after the ideal start time of the last competitor).**
A new time and a new start order will be given to the competitor, at the discretion of the person in charge of the control.

3) After the closing time of control, the start will be refused to the crew, except upon authorization of the Clerk of the Course. They will therefore be allowed to take the start of the following leg, but will be penalized (cf. art. 22P2).

40P SELECTIVE SECTIONS

40P1 GENERAL

1) *Article 39 of the 2019 FIA General Prescriptions for Cross-Country Rallies is replaced by the following text.*

2) Selective Sections are run on sections of 'road' open to the public. The greatest care is recommended in relation to other eventual users

40P2 OPERATING PRINCIPLE

Will be communicated by bulletin

40P3 RUNNING FOR THE COMPETITOR

Will be communicated by bulletin

41P TOWING

Article 40 of the 2019 FIA General Prescriptions for Cross-Country Rallies does not apply for Silk Way Rally and is replaced by the following text.

In some cases, towing or pushing a vehicle will lead to penalties.

- **at the DSS time control** , a vehicle must be able to move under its own means, otherwise it will be refused the start.
- **at the ASS time control** , a vehicle may be towed or pushed, by an other competitor still in the race. In that case, the competitor will get a 15-minute-penalty.
- **at a CP**, a vehicle may be towed or pushed, by an other competitor still in the race. In that case, the competitor will not be penalised.
- **at the Finish Bivouac time control**, a vehicle may be towed or pushed, by an other competitor still in the race, by a service vehicle or service staff, if service and race routes are the same ones. In that case, the competitor will not be penalised.

42P INTERRUPTION OF A SELECTIVE SECTION.

42P1 GENERAL

Article 41 of the 2019 FIA General Prescriptions for Cross-Country Rallies is replaced by the following text.

42P2 SPECIFICS

When a Selective Section is definitely stopped before the passage of the last crew, regardless of the reason, a classification for that section may nevertheless be obtained by attributing a time to all those crews who were affected by the circumstances of the interruption.

These times may be calculated in the following manner:

1) Interruption of a selective section at a given point. Taking of time at a waypoint during a selective section:

- a) Given that a time is taken at each waypoint and recorded in the GPS Unik, a result for a selective section may be obtained using the time taken at the waypoint preceding the point of interruption. The times at the various waypoints recorded in the GPS will be transmitted by radio when competitors arrive at the time control at the bivouac.
- b) In the case of a malfunctioning GPS, a competitor's time will be calculated using their position on the track at the time of interruption (Iritrack position) and the times of the competitors who have past just before or after them at this point. The sporting stewards can choose as the time of reference that which seems the most appropriate.
- c) In the case of a malfunctioning GPS and Iritrack, the sporting stewards will undertake the necessary research concerning the position of the vehicle so as to establish an appropriate time.

2) Interruption of a selective section at several distinct points. Taking of time at the time control at the end of the selective section:

- a) In this case a time will be attributed to all the crews concerned by the interruption. This time will be calculated by taking the worst time of the crew having crossed the finish line, to which will be added the fixed penalty and 5 minutes per waypoint missed (DZ, FZ, WPM, WPV, WPE, WPS, WPC, CP), between the point at which the crew was stopped and the finish of the selective section.
- b) Should the stewards consider the worst time actually set to be abnormal, they may choose as a reference time the one which they feel to be the most suitable.
- 3) It is up to the stewards alone to decide whether or not to apply this measure, once race control has informed them of the reasons for the interruption.
- 4) Any crew which is responsible or partly responsible for the stopping of the race cannot, under any circumstances, benefit from this measure. Any such crew will therefore be credited with the actual time which it may have set, if this is greater than the imaginary time attributed to other crews.
- 5) In exceptional cases, for safety reason, the Clerk of the Course may interrupt the selective section at a given point and the competitors may continue the selective section once the dangerous zone has been passed. The results will be established by adding together the times of the two portions of this selective section.

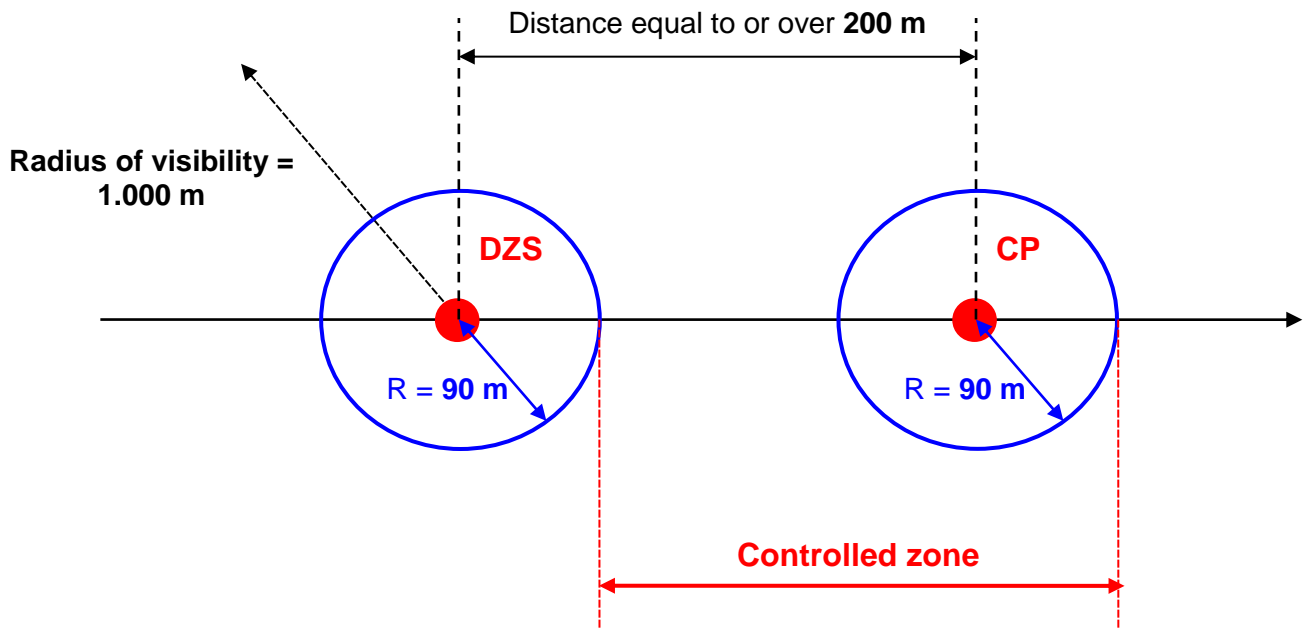
43P PASSAGE CONTROLS**43P1 GENERAL**

1) *Complies with article 42 of the 2019 FIA General Prescriptions for Cross-Country Rallies, except for paragraph f, replaced by paragraph 5 of the current regulations.*

2) CP Safety Zone

With the aim of ensuring safety in the PC zone, a "Safety Zone" will be installed at each CP. It will be materialized by a speed control zone.

Speed check will be carried out according to the scheme below:



3) The regulation boards at the entry to the PC zone do not indicate the Start of the Speed Control Zone (DZS).

Only the information displayed on the GPS will be considered authentic.

- DZS and CP are considered to be WPMs, with a validation radius of 90m.
- The DZS is a WPS, with a visibility radius of 1000 m.

4) Speed in the CP safety zones will be limited to 50 kph.

5) Any speeding recorded by the GPS will be penalised by the Clerk of the Course, as follows:

- **between 1 and 5 kph :**
1' x the number of impulsions + a fixed amount of 100 €
- **between 6 and 15 kph :**
2' x the number of impulsions + a fixed amount of 200 €
- **more than 16 kph :**
 - 1st impulsion: 5' + a fixed amount of 300 €
 - 2nd successive impulsion: 10' + a fixed amount of 500 €
 - 3rd successive impulsion: 15' + a fixed amount of 700 €

Over 3 successive impulsions, penalty to be decided by the Board of Sporting Stewards, which may go up to and including disqualification.

All repeated offense will result in a penalty from €1.000 up to disqualification.

43P2 CLOSING OF PASSAGE CONTROLS

After the closure of a passage control, the validation by the GPS of the corresponding waypoint will be taken into account and will attest to the respect of the official itinerary by the competitor. In this case, there will be no penalty for missing waypoint.

44P REGROUPINGS

Complies with article 43 of the 2019 FIA General Prescriptions for Cross-Country Rallies.

45P PARC FERMÉ**45P1 GENERAL**

- 1) *Complies with article 44 of the 2019 FIA General Prescriptions for Cross-Country Rallies.*
- 2) Except in the case of the finish - bivouac section Time Control (TC end of a Leg), **any infringement of the Parc Fermé regulations shall result in a penalty ranging from 10 hours to disqualification.**
- 3) As soon as they have parked their vehicle in parc fermé, crews may cover their vehicle. Crews must leave the parc fermé immediately and no member of the crew will be allowed to re-enter it.
- 4) In order to remove its vehicle from a Parc Fermé for the start, regrouping halt or end of Leg, the crew shall be allowed to enter the Parc Fermé 15 minutes before their starting time, except in Irkutsk and in Dunhuang where they can enter the parc 30 minutes before their starting time.

45P2 SPECIFICS

Vehicles will be subject to 'parc ferme' rules:

- a) on coming out of scrutineering up to the Start Podium on 5th and 6th July at Irkutsk.
- b) after the start podium and up to the start of the 1st leg on 6th and 7th July 2019,
- c) on arrival of the rally, on 16th July 2019 in Dunhuang, before passing on the Finish Podium.

46P CLASSIFICATIONS**46P1 GENERAL**

- 1) *Complies with Article 45 of the 2019 FIA General Prescriptions for Cross-Country Rallies, except from Art. 45.9.*
- 2) The Clerk of the Course bears the responsibility for timekeeping.

46P2 SPECIFICS**1) Definitions of the different classifications:**

- a) Partial classification (selective section, leg, overall): non official classifications, distributed for information only (press, teams ...)
 - b) Provisional classification of selective section: posted by the Clerk of the Course at 19h00 the day after the stage in question. It becomes definitive after the period for complaints, which ends when the first racing competitor has left the next stage following this posting.
 - c) Provisional classification of leg: posted by the Clerk of the Course at 19h00 the day after the stage in question. It becomes definitive after the period for complaints, which ends when the first racing competitor has left the next stage following this posting.
 - d) Provisional general classification of event: posted by the Course Director at 19h00 the day after the stage in question. It becomes definitive after the period for complaints, which ends when the first competitor on the course has left the next stage following this posting.
- 2) The various classifications of the day's leg will become official after the claim period. They will be validated and signed by the Stewards during their daily meeting.

- 3) The various classifications will be posted each evening at the bivouac at 19h00, in the catering area and at race control (PC Course).
- 4) Given that the classification becomes definitive as concerns the elements used to compile them, these elements and only these elements may be considered regarding any protest, once the final classifications are posted at the end of the event.
- 5) Official final classification of 2019 Silk Way Rally will be posted on the official notice board, on 16th July, in Dunhuang, close to the finish podium of the rally.
They become definitive 30 minutes after their posting (claim period).

47P PROTESTS - APPEALS

47P1 GENERAL

Complies with:

- *article 46 of the 2019 FIA General Prescriptions for Cross-Country Rallies, except from art. 46.2,*
- *articles 13 and 15 of the ISC.*

47P2 SPECIFICS

- 1) The amount of the deposit for a protest is: 1.000 € (one thousand euros) for the Silk Way 2019.
- 2) If the protest requires the dismantling and re-assembly of different parts of a vehicle, the protest fee will be decided by the College of Sporting Stewards.
- 3) The cost of the national appeal is 3.000 € (three thousand euros) for the Silk Way 2019.
- 4) The cost of the international appeal is 6.000 € (six thousand euros) for the Silk Way 2019.
- 5) These amounts, just as other financial penalties will be payable in Euros, Dollars, Rubles and Yuans.

48P POST RALLY SCRUTINEERING

Complies with article 47 of the 2019 FIA General Prescriptions for Cross-Country Rallies.

49P PRIZE-GIVING

49P1 PRIZE-GIVING

- 1) *Complies with article 48 of the 2019 FIA General Prescriptions for Cross-Country Rallies.*
- 2) Trophies will be awarded to winners at the official prize giving to be held on 16th July 2019, on the podium.

49P2 LIST OF PRICES

OVERALL CAR		OVERALL TRUCK	
1 st Prize	1 trophy	1 st Prize	1 trophy
2 nd Prize	1 trophy	2 nd Prize	1 trophy
3 rd Prize	1 trophy	3 rd Prize	1 trophy
4 th Prize	1 trophy	4 th Prize	1 trophy
5 th Prize	1 trophy	5 th Prize	1 trophy
6 th Prize	1 trophy	6 th Prize	1 trophy
7 th Prize	1 trophy	7 th Prize	1 trophy
8 th Prize	1 trophy	8 th Prize	1 trophy
9 th Prize	1 trophy	9 th Prize	1 trophy
10 th Prize	1 trophy	10 th Prize	1 trophy
GROUP T1.1 – PETROL 4x4		GROUP T1.2 – DIESEL 4x4	
1 st Prize	1 trophy	1 st Prize	1 trophy
GROUP T1.3 – PETROL 2x4		GROUP T1.4 – DIESEL 2x4	
1 st Prize	1 trophy	1 st Prize	1 trophy
GROUP T2.1 – PRODUCTION PETROL		GROUP T2.2 – PRODUCTION DIESEL	
1 st Prize	1 trophy	1 st Prize	1 trophy
GROUP T3.1		GROUP T3.2	
1 st Prize	1 trophy	1 st Prize	1 trophy
GROUP OP.5		GROUP OP.6	
1 st Prize	1 st Prize		
GROUP OP.7		GROUP OP.8	
1 st Prize	1 trophy	1 st Prize	1 trophy
OP.6 MANUFACTURERS CHALLENGE			
	1 st Prize	1 trophy	
WOMEN		SPECIAL PRIZE SWR	
1 st Prize	1 trophy	1 st Prize	1 trophy
T4.1 – PRODUCTION TRUCKS		T4.2 – MODIFIED TRUCKS	
1 st Prize	1 trophy	1 st Prize	1 trophy
CHALLENGE UNDER 10 LITRES		CHALLENGE 6x6	
1 st Prize	1 trophy	1 st Prize	1 trophy

50P CREWS' SAFETY

1) Appendix 3 of the 2019 FIA General Prescriptions for Cross-Country Rallies is replaced by the following text.

Reminder, appendix 3A:

- 1 eye lotion (Piroftal or similar)
- 1 antalgic (aspirin, Novalgina, or similar)
- 2 antidiarrhoeic (Imodium + Bimixin or similar)
- Paraffin gauze dressing, disinfecting compresses, two bandages, plasters
- 5 safety pins
- 1 skin disinfectant (Betadine or similar)
- a sun protective cream for skin and lips
- chewing tablets of vitamins C
- salt tablets (Enervit or Nergisport or similar). Drinking regularly is COMPULSORY

Reminder, *FIA Appendix L. to the ISC*, the following safety equipments:

- Helmet (chap. 3, art.1)
- Fireproof overall suit (chap. 3, art.2)
- Fireproof long underwear, balaclavas, socks and shoes + gloves for pilots (chap. 3, art.2)
- Frontal head restraint system, Hans or similar (chap. 3, art.3)
- Harness (chap. 3, art.4)

2) For safety reasons crews must carry with them in their vehicles the following material:

- 1 survival lunchpack, per person
- 1 lighter
- 1 strobe lamp
- 1 torch
- 1 night / day hand flare, 1 light stick
- 1 compass
- 1 distress mirror
- 1 reserve of 5 litres of water per person + 1 1,5 litre 'camelback' type drinking system (per person)
- 1 seat belt cutter for each person, accessible by both the driver and co-driver, from the seat with harness fastened
- 1 foil survival blanket per person, minimum 2 x 1 m (Metalline or similar)
- 1 safety triangle
- 1 yellow fluorescent jacket per person
- 1 towing strap/rope
- 1 Sarsat distress beacon
- 1 GPS-Sentinel
- 1 Iritrack

3) All devices listed here above must be easily accessible, so that they can be checked by technical stewards, every morning at the start of the leg.

All Crews coming to the start of a Stage without all the compulsory survival and safety equipment will have their start delayed so as to conform to these Regulations.

The time taken will be considered as time late for a Time Control and will result in penalties of 1 minute for every minute late. A new start time will be given.

Any crew who do not manage to do manage to comply with the rules before the end of the time control risk penalties up to and including disqualification.

Repeat offenders on following Stages will receive penalties up to and including disqualification, to be decided upon by the College of Sporting Stewards.

Repeat offenders will be admitted once only.

4) Survival and safety equipment must be accessible, so that the Race Direction can control them at the start of legs.

The location of the distress beacon must be shown on the outside of the vehicle using a sticker supplied by the organisation's supplier Marlink Events, during administrative checks.

The instructions for the various items of safety equipment must be respected and competitors will be tested on their knowledge, during the administrative checks.

5) If the windscreen is broken and it cannot be repaired, the crew will be allowed to take the start of following legs without a windscreen, with a jet helmet and motorcycle goggles (safety net not compulsory).

51P RETIREMENTS – DISQUALIFICATION**51P1 RETIREMENTS - DISQUALIFICATION**

1) In the case of retirement, it is imperative that the crew informs, by all possible means, and as quickly as possible, the race control (PC COURSE).

In the case of retirement, the crew must give their sheet « withdrawal declaration », located at the end of their road-book, to the last time control they will pass on selective section, or to the Race Direction, maximum 30 minutes after their arrival at the bivouac.

Failure to respect these important safety clauses will result in the refusal of all future applications to take part in the Silk Way Rally.

In addition, failure to respect the obligation to inform the organisers in the case of retirement, where search operations are carried out, will result in the crew in question being liable for the financial costs of search operations and the request to the crews' ASN for further sanctions, upon the discretion of the College of Sporting Stewards.

2) In the case of retirement due to mechanical breakdown the competitor must spend a night out on the track before letting off their Sarsat distress beacon, if they have not yet been picked up by a vehicle of the organisation (helicopter, medical car, sweeping truck etc.).

The letting off, without medical reason, of the distress beacon, will result in disqualification, as well as the financial liability of the competitor concerned, in the case of intervention by the organisation.

3) In the case of retirement, exclusion or disqualification, it is the crews' responsibility to ensure that safety material is returned as fast as possible to the relevant suppliers: Sarsat distress beacon, Iritrack, GPS and associated accessories.

This equipment must be returned to the representatives of the suppliers of this equipment only, located at the Safety Center, who will sign the recovery on the "withdrawal declaration" available in all road-books.

Under no circumstance can the organisers be held responsible for the disappearance or loss of this equipment, too often handed to a third party.

4) In the case of retirement, it is the responsibility of the crew or competitor to organise the transport of their vehicle to the destination of their choice, as long as the vehicle crosses all the necessary borders to clear the customs files opened in their names by organisers (Russia and/or Mongolia and/or China), and this following the organisers' instructions.

The cost of removing the vehicle for the selective section, as well as the cost of transport, is entirely at the charge of the crew or competitor.

Organisers will do their best to provide competitors with the contact details of companies able to retrieve vehicles from the track and / or transport them to the destination of their choice, while respecting administrative obligations of the hosting countries.

Vehicles of competitors who subscribed the turn-key transportation of their vehicle will be borne by the organisers in the case of retirement.

5) The transporting of a crew member by helicopter or aboard any other means of transport during all or part of a leg will result in disqualification.

Crews that have retired may under no circumstance be transported by the organisation during all or part of the remaining route.

51P2 CLOSING THE PISTE

- 1) The organisers' 'sweeper' vehicles will close the rally piste.

As it is impossible to guarantee that the sweeper truck will pass by the exact spot where a vehicle has broken down, it is the competitors' responsibility to indicate their position to the PC COURSE using their Iritracks or distress beacons.

The sweeper trucks will pick up competitors whose vehicle has broken down, and whenever possible, they will tow the broken-down vehicles minimum up to the nearest road (tarmac). Competitors will then be responsible of the recovery of their vehicles.

The sweeper trucks will ensure the recovery of broken or damaged vehicles only if they are on the route of the road book.

If the sweeper trucks are unable to access the position of the broken or damaged vehicles, competitors will be responsible for the recovery of their vehicles on the track.

The crew may get information on the return on their vehicle from the competitors' department.

Travelling aboard the sweeping-truck and/or having the broken down vehicle towed by the sweeper truck will lead to disqualification of the crew.

- 2) Crews who refuse to take a place aboard the sweeper truck do so entirely at their own responsibility and must sign a disclaimer which will be given to them by the members of the organisation in charge of closing the piste.

No action may be taken against the organisers in the case where competitors refuse to board the sweeper truck. However, refusal to sign the disclaimer will not result in disqualification.

52P DRIVER'S CODE**52P1 DRIVERS' CODE**

- 1) Competitors and crews must **behave with respect and courtesy** both on the route and with regard to:
- citizens in the countries that are travelled through,
 - other competitors,
 - the organisers.

Any impoliteness which is proven will be subject to a penalty of €500.

- 2) **Any incorrect, fraudulent unsporting action, or action contrary to the obligation of courtesy** (appendix B of 2019 ISC), carried by the competitor or members of the crew will be judged:

- **before the event:** by the organizer, who may **refuse the entry** of the incriminated competitor(s) **or refuse them the start**.
- **during the event:** by the Stewards, who may impose a penalty which can go **as far as disqualification** (art. 11.9.2.j of ISC).

52P2 RESPECTING THE ENVIRONMENT

- 1) **Respecting the environment is a priority.**

a) It is forbidden to **leave wheels or punctured or damaged tyres** on the itinerary of the route. Any competitor caught disobeying this rule will **be get a penalty of 200 € per tyre and/or wheel**.

Repeat offending will result in a 500 € penalty, but it may lead to disqualification.

b) It is forbidden to **throw away rubbish on the itinerary of the route** and especially on the PC's, Starts and Finishes of selective sections. **Any infringement will lead to a penalty of 1.000 €.**

Repeat offending will result in a 500 € penalty, but it may lead to disqualification.

c) It is forbidden to **throw rubbish outside the specific areas on the bivouac.** Any rubbish, waste oil etc. dumped on any other place than the ones planned by the organisers will **lead to a penalty of 1.000 €.**

Repeat offending will result in a 500 € penalty, but it may lead to disqualification.

2) In agricultural or forest areas, populated zones or zones that are sensitive from an environmental or safety stand point, the itinerary and all the boxes of the road book must be scrupulously followed. In **particular it is forbidden to 'cut' corners by crossing fields, forests, orchards or marshes**

- **1st infringement: 1.000 € + 15 minutes**
- **Repeat offense: disqualification**

3) So as to respect the crossed areas, **it is forbidden to destroy the fences' gates and barriers located along the route. Judges of fact will be on spot.**

All broken fences' gate or barrier will result in a penalty of €1.000 + 15 minutes.

In case of deterioration of land, fences, barriers etc., **the offending competitor shall be liable for all the induced costs.**

All repeated offense will result in penalties up to and including disqualification.

4) **At the bivouac, ground covers must compulsorily be positioned under the vehicles. They shall extend at least one metre beyond the surface of the vehicle on each side.**

52P3 TRANSPORTATION OF SPARE PARTS

1) In order to comply with customs requirements, and to ensure there are no problems in crossing borders, or when embarking: **all borders must be crossed with the same spare parts in the vehicle as declared at the outset.** It is therefore strictly forbidden to sell or transfer any items being transported in any of the countries crossed by the rally.

2) In addition to the risks incurred locally by failure to comply with the rules in force (fines, impoundment of vehicle / passengers, etc.), any crew found to have breached this rule will be **fined €500 per item (e.g.: one tyre = €500).** Any subsequent offense may incur penalties, including disqualification.

52P4 SALE / TRANSFER OF VEHICLE

1) If a crew abandon or leave the rally, **they are strictly forbidden from transferring or selling their vehicle in Russia, Mongolia or in China.**

2) In addition to the risks incurred locally by failure to comply with the rule in force (fines, impoundment of vehicle / passengers, etc.), any crew found to have breached this rule will **not be permitted to enter the Silk Way rally for 5 years.**

3) If a vehicle is lost (accident, fire, destruction etc.), the competitor must make a statement to the police or customs. This statement must contain the facts of what happened, the registration number, the race number, the contact details of the people involved and of the witnesses etc. A copy of this statement must be provided to the organisers.

Then, the competitors must approach the competitors' department to find out what to do.

What is left of the vehicle must be extracted from the track and transported to a place decided by local authorities. They will then decide, depending on the state of the vehicle, whether it should be re-exported, destroyed, or whether cancellation of its temporary import is justified.

Any costs (incurred or to come) regarding the extraction of the vehicle are the sole and unique responsibility of the competitor. Organisers shall in no event be held liable or assume any costs related to an accident or breakdown.

In addition to the risks incurred locally by failure to comply with the rules in force (fines, impoundment of vehicle / passengers, etc.), all infractions to this rule will lead to a request for sanctions to be imposed by the ASN of the competitor concerned.

53P BOARD OF PENALTIES

1) Any failure to respect the texts of these regulations for which the penalties are not mentioned will be recorded in a report to the Clerk of the Course, and the Stewards will decide what penalty to impose. The penalties incurred are applied to the classification of the Leg and to the general classification of the Event. Sporting penalties shall be applied to the time of Selective Sections and other time penalties will be applied to the general classification.

2) Fines for race vehicles must be paid :

- To the Crews Relation Officer or to the Race Direction,
- Cash only (euros, US dollars, rubles or yuans),
- Within 48h00 after notification, on pain of start being refused (art 12.7.1 of ISC),
- Within 24h00 after notification, for Leg 9, on pain of start being refused,
- On the day of notification, for Leg 10, on pain of not being allowed to pass the podium.

Payments for fines for service vehicles must be paid to the Deputy Clerk of the Course in charge of service vehicles (see art. 17A of Service Regulations).

3) Where there is a difference between the text of an article and the table it is the text of the article that takes precedence.

SUMMARY OF PENALTIES	Art. N°	ASN's sanctions	Start refused	Disqualification	Time Penalty	Financial Penalty	Penalties up to the Sporting Stewards
Iritrack not switched on for tests	4P7.4.d						X
Absence at 1 st Briefing	4P7.5.b					500 €	
3 rd infraction, for overspeeding	4P7.19						Up to disqualification
Not respecting the compulsory points featuring on the road book	4P7.30 & 23P2.2						Up to disqualification
Overrunning Max Time Allowed	4P7.37				Mini FP		Up to disqualification
Incomplete file, payment not carried out	11P2		X				
Non administrative or technical conformity	11P3.1		X				
Non conforming or dangerous tyre	12P2.1		X				
Infringement to rules on tyres, priority drivers	12P2.8				25h00		

Air or land transport of a crew member by a third person	14P2.1			X			
Absence, cutting or faulty positioning of: <ul style="list-style-type: none"> ▪ one panel or plate ▪ 2 or more panels or plates 	15P5					10% of rights (per infraction)	
Names of the crew members and national flag not featured on each wing of the vehicle	15P6					10% of rights (per infraction)	
Absence of bracelet	15P7					10% of rights	
Absence or damage of compulsory or optional advertising <ul style="list-style-type: none"> ▪ 1st offense ▪ repeat offense 	16P1.4					10% of rights 100% of rights	
Absence of markings	17P1.3			X			Up to disqualification
Late at adm. checks <ul style="list-style-type: none"> ▪ 1st hour started ▪ per additional hour 	17P2.2					50 € 80 €	
Late at scrutineering : <ul style="list-style-type: none"> ▪ up to 30 minutes ▪ from 30' to 1h00 ▪ per additional hour 	17P2.3					15 € 30 € 15 €	
Late at parc fermé : <ul style="list-style-type: none"> ▪ up to 30 minutes ▪ from 30' to 1h00 ▪ per additional hour 	17P2.4					50 € 100 € 100 €	
Absence at training safety instruments	17P2.5					500 €	
Device or brackets not premounted	17P2.6					150 € per device	
Iritrack or GPS not connected directly to the battery If not conforming	17P2.7			X			
Vehicle not conforming	17P2.8			X			
Presentation of copies of documents or non valid documents	17P3.6			X			
Identification marks modified: <ul style="list-style-type: none"> ▪ For the competitor and his partner 	18P1.3	X		X			
Absence of hole for sealing	18P2.1			X		150 € per missing hole	

<ul style="list-style-type: none"> ▪ Change of engine block ▪ 2nd change 	18P5			X	100h00		
Super Special Stage not run	19P1.2				100h		
Non respect of compulsory points of passage	21P1.2						Up to disqualification
Using tarmac roads not featured on the road-book	21P1.2						Up to disqualification
Possessing any unauthorized system	21P3.1			X			
Exchange of GPS between vehicles	21P3.2						Up to disqualification
Unauthorised linking of equipment	21P3.3 21P3.4 21P3.6 21P3.7.b						Up to disqualification
Tripmeter equipped with a GPS chip	21P3.4		Refused at scrutineering				
Use of GPS points other than the organisers'	21P3.7.a						Up to disqualification
Carrying or possession of non authorised navigation system	21P3.7.b			X			
Presence of all unjustifiable wiring	21P3.7.c						Up to disqualification
Possession or use of forbidden system	21P3.7.d						Up to disqualification
GPS not working due to competitor or daily code not entered: <ul style="list-style-type: none"> ▪ for the 20 1st overall, the 10 1st trucks ▪ for the others 	21P4.3				1h00	300 €	
Refusal to sign: <ul style="list-style-type: none"> ▪ 1st ▪ 2nd ▪ 3rd 	21P4.4			X	10' 1h00		
<ul style="list-style-type: none"> ▪ T4.3 respecting the process to leave the route ▪ T4.3 not respecting the process Penalties apply for T4.3, serviced vehicle and best ranked vehicle of the team	21P5				MT + FP +100h	2h00	Up to disqualification
Not wearing safety equipment at Start or Finish Podium	21P6						Forbidden to pass on podium

Missing waypoint	22P2.1				from 20' to 2h00		
<ul style="list-style-type: none"> ▪ Leg not run or partially run (Joker) ▪ 4th Joker 	22P2.2			X	MT + FP + 100h		Up to disqualification
Not contacting PC Course when leaving the route	22P2.2						Up to disqualification
Not giving the restart demand after a Joker Leg	22P2.3		X				
Unblocking the GPS : WPM code	22P3						
<ul style="list-style-type: none"> ▪ for the 20 1st overall cars / SSV, the 10 1st trucks ▪ for the others 					6h00		
					3h00		
Possession of forbidden documents inside the vehicle	23P2.4						Up to disqualification
Infringement report at TC end of leg	23P2.5						Forbidden to pick up road-book at TC
Straying more than 90m from a DZ or a FZ	24P1.2 & 24P1.4				List of penalties for missing WPTS		
Reconnaissances, tests or presence on the itinerary, from 15/02/19	25P1						Up to start refused or disqualification
<ul style="list-style-type: none"> ▪ Transport of a racing vehicle ▪ Blocking a vehicle from overtaking 	26P1.1			X X			
Any overspeeding in a speed control zone:	26P3.2						
<ul style="list-style-type: none"> ▪ Between 1 and 15 km/h ▪ Between 16 and 40km/h 					1' per impulsion	100 €	
Over 40 km/h :					2' per impulsion	200 €	
<ul style="list-style-type: none"> ▪ 1st impulsion ▪ 2nd impulsion ▪ 3rd impulsion ▪ Over 3 impulsions ▪ Repeat offense 					5'	300 €	
					20'	500 €	
					40'	700 €	
						-1.000 €-	Up to disqualification Up to disqualification

Any overspeeding on a road section: <ul style="list-style-type: none"> ▪ Between 1 and 20 km/h ▪ Between 21 and 40km Over 40 km/h <ul style="list-style-type: none"> ▪ 1 to 3 impulsions ▪ Over 3 impulsions ▪ Repeat offense 	26P4.4				30'' per impulsion 1' per impulsion 10' per impulsion	100 € 200 € 300 € 1.000 €	Up to disqualification Up to disqualification
Overspeeding max speed, SSV <ul style="list-style-type: none"> ▪ Between 131 and 135 km/h ▪ Between 136 and 150 km/h Over 150 km/h : <ul style="list-style-type: none"> ▪ 1st impulsion ▪ 2nd impulsion ▪ 3rd impulsion ▪ Repeat offense 	26P5.1				1' per impulsion 5' per impulsion 20' 1h00	100 € 200 € 300 € 1.000 € 1.000 €	Up to disqualification
Overspeeding max speed, trucks <ul style="list-style-type: none"> ▪ Between 141 and 145 km/h ▪ Between 146 and 160 km/h Over 160 km/h : <ul style="list-style-type: none"> ▪ 1st impulsion ▪ 2nd impulsion ▪ 3rd impulsion ▪ Repeat offense 	26P5.2				1' per impulsion 5' per impulsion 20' 1h00	100 € 200 € 300 € 1.000 € 1.000 €	Up to disqualification
Speeding and/or dangerous behaviour in bivouac and/or on the runways and/or in stage town	26P6						Up to disqualification
Sentinel not working due to crew <ul style="list-style-type: none"> ▪ for the 20 1st overall, the 10 1st trucks ▪ For the others 	27P2				1h00	300 €	
Any vehicle refusing to be overtaken <ul style="list-style-type: none"> ▪ 1st infringement ▪ 2nd infringement ▪ 3rd infringement ▪ over 3 	27P3				3' 7' 10'		Up to disqualification
Incident due to crew on Irtrack	28P1.3						Up to disqualification
Not respecting of the rules in the case of an accident	28P2 & 28P4						X
Not making the area safe in the case of an accident	28P2.3						X

Crew involved in an accident	28P2.4						Up to disqualification
Non authorised use of sat phone / GSM Device not authorised	29P2.2 & 29P2.5						Up to disqualification
Use of any transmission or radio or staellite system not authorised	29P3						Up to disqualification
Refusal to fix the boarded camera	29P4.1		X				
Incident due to crew or attempt of fraud (boarded camera)	29P4.3						Up to disqualification
Not respecting rules regarding use of on board cameras and footages	29P4.4						Up to disqualification
Not respecting rules regarding use of drones	29P5.2						Up to disqualification
Not respecting service route	31P1.2						Up to disqualification
Any infraction on service regulations	31P1.2						Up to disqualification
<ul style="list-style-type: none"> ▪ Not respecting organizers orders on position of vehicles on bivouac ▪ Repeated offense 	31P2.2.d					500 € per vehicle	X
Return to bivouac on single track	31P2.2.e			X			
Forbidden Assistance	31P3						Up to disqualification
Service by a non accredited vehicle or person <ul style="list-style-type: none"> ▪ On road section ▪ On selective section ▪ Repeat offense 	31P3.2			X		3h00 10h00	
Service vehicle refusing to get accredited	31P3.2						Up to disqualification of assisted vehicle
<ul style="list-style-type: none"> ▪ Service on a selective section ▪ Repeat offense 	31P3.3			X		6h00	Up to disqualification of assisted vehicle
<ul style="list-style-type: none"> ▪ Presence of service on DSS, ASS or race road section ▪ Repeat offense 	31P3.4			X		3h00	Up to disqualification of best ranked vehicle of the team
<ul style="list-style-type: none"> ▪ Transport of spare parts by non accredited vehicle ▪ Repeat offense 	31P3.5			X		3h00	Up to disqualification of assisted vehicle

<ul style="list-style-type: none"> ▪ Dropping, parachuting of spare parts ▪ Repeat offense 	31P3.6			X of vehicles of team	6h00		
<ul style="list-style-type: none"> ▪ Assistance outside the bivouac or in an enclosed place ▪ Repeat offense 	31P3.7			X	6h00		Up to disqualification of assisted vehicle
Presence of any means carrying a third person linked to a crew	31P3.8			X			
Not respecting art. for a race vehicle that became a service vehicle	31P5.3	X		Exclusion of vehicle and crew from rally caravan			
<ul style="list-style-type: none"> ▪ Signposting, transmission of information ▪ Repeat offense 	32P2			X	3h00	500 €	
<ul style="list-style-type: none"> ▪ Service on crossings of race and assistance routes ▪ repeat offense 	32P3			X	6h00		Up to disqualification
Not respect the rules for fuel	33P2.8						Up to disqualification
Early exit from refueling zone for SSV. Per period of 30 seconds:	33P3.7				2'		
Any overspeeding at a refueling zone:	33P3.8				1' per impulsion	100 €	Up to disqualification Up to disqualification
<ul style="list-style-type: none"> ▪ Between 1 and 5kph ▪ Between 6 and 15kph 					2' per impulsion	200 €	
Over 15 kph :					5'	300 €	
▪ 1 st impulsion					10'	500 €	
▪ 2 nd impulsion					15'	700 €	
<ul style="list-style-type: none"> ▪ 3rd impulsion ▪ Over 3 impulsions ▪ Repeat offense 						1.000 €	
Use of non authorised fuel	34P2			X			
Unauthorised modification of time card not approved by steward	36P2.2			X			
Absence of stamp	36P2.3						Up to disqualification
Crew not complete aboard the vehicle at a check point	36P2.4						Up to disqualification
Not giving the time card at TC end of leg	36P2.5				5'		

Not respecting instructions at a control	37P2.3						Up to disqualification
<ul style="list-style-type: none"> ▪ Infraction to rule on interview zone ▪ Repeat offense 	37P3.4				500 €		X
Late/early at a TC	38P3.1				1' per minute		
<ul style="list-style-type: none"> ▪ Late at TC start of a leg or of special, up to closure of control post ▪ After closure of control post 	38P2 & 39P2		X		1' per minute Mini MT + EP.+100h		Up to disqualification
Selective Section: Overrunning max time	38P3.2				Max Time + FP		
Non respect of article 38P4	38P4.3		X				
Refusal to start at ideal time	39P1.4				60'		
Towing or pushing by an other competitor in the race at ASS	41P				15'		
Any overspeeding at a PC:							
<ul style="list-style-type: none"> ▪ Between 1 and 5kph ▪ Between 6 and 15kph 					1' per impulsion 2' per impulsion	100 € 200 €	
Over 15 kph :	43P1.5						
<ul style="list-style-type: none"> ▪ 1st impulsion ▪ 2nd impulsion ▪ 3rd impulsion ▪ Over 3 impulsions ▪ Repeat offense 					5' 10' 15'	300 € 500 € 700 €	Up to disqualification Up to disqualification
						1.000 €	
Infraction to the parc fermé rules	45P1.2				10h00		Up to disqualification
Amount of protest	47P2.1					1.000 €	
Amount of national appeal	47P2.3					3.000 €	
Amount of international appeal	47P2.4					6.000 €	
<ul style="list-style-type: none"> ▪ non conforming safety equipment ▪ repeat offense 	50P3		X		X		Up to disqualification
Failure to inform of retirement	51P1.1	X				X	X + entry at Silk Way Rally refused
<ul style="list-style-type: none"> ▪ Letting of the distress beacon without medical reason ▪ If the organisation intervenes 	51P1.2			X		X	
Transport of a crew member by any means of transport	51P1.5			X			

<ul style="list-style-type: none"> ▪ Competitor boarding the sweeping truck ▪ Vehicle tracted by sweeping truck 	51P2.1			X			
Disrespectful behaviour	52P1.1					500 €	
Incorrect, fraudulent or unsporting action committed <ul style="list-style-type: none"> ▪ Before the event ▪ During the event 	52P1.2		X				Up to disqualification
<ul style="list-style-type: none"> ▪ Leaving wheel or punctured tyre ▪ Repeat offense 	52P2.1.a					200 € per tyre	Up to disqualification
<ul style="list-style-type: none"> ▪ Throwing rubbish ▪ Repeat offense 	52P2.1.b et c					200 € 500 €	Up to disqualification
Not respecting a sensitive zone <ul style="list-style-type: none"> ▪ 1st infraction ▪ repeat offense 	52P2.2			X	15'	1.000€	
Broken fences' gate <ul style="list-style-type: none"> ▪ 1st infraction ▪ repeat offense 	52P2.3				15'	1.000 €	Up to disqualification
Transport of spare parts	52P3.2					500 € per part	Up to disqualification
Vehicle transferred or sold in a country crossed by the rally	52P4.2						Entry refused for 5 years
Not respecting the regs of reexportation of a damaged vehicle	52P4.3	X					
Not paying fines within 48h00 (24h on leg 9)	53P2		X				
Not paying fines before podium on last leg	53P2						Forbidden to pass podium



TECHNICAL REGULATIONS

CAR / SSV / TRUCK

The technical regulations for the 9th Silk Way Rally comply with the 2019 FIA regulations for cars, SSV's and trucks. There are however some exceptions, which you will find detailed in the following pages.

The FIA technical regulations can be consulted on their web site: www.fia.com

➔ Click on: FIA Sport / Regulations / FIA Cross-Country Rallies. Then articles 281, 282, 283, 284, 285, 286, 287.

FIA:

Tel: 00.41.22.544.44.00 (Switzerland)

Technical stewards and scrutineers Silk Way Rally 2019:

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Pre-scrutineering:

So as to be sure to comply on a technical point of view and in order to save time in Irkutsk, it is highly recommended to pass pre-scrutineering before the rally.

For these pre-scrutineering, one of the scrutineer of the rally will go to the teams which have asked for it. Payments of costs and travel expenses of the scrutineer should be borne by the applicant.

More details are available on the rally's website and from the competitors' departments.

Please note that important changes have been decided by the FIA. It is the competitor's responsibility to conform to them.

- Roll-bars protection foams: Appendix J, Art. 283.8.4
- Fuel tanks: Appendix J, Art 283.14, and for T2's : Art.284.6.8
- Distance between roll-bars and helmets: Appendix J, 283.8.3.2.5
- Boarded Cameras : Art 49 of 2019 FIA General Prescriptions for CC rallies.

ART 1P - REGULATIONS SPECIFIC TO IMPROVED CROSS-COUNTRY VEHICLES (GROUP T1)

Group T1 vehicles must comply with FIA Appendix J, article 285 (2019) and with the following articles.

T1's must be in possession of either:

- a technical passport delivered by their ASN,
- a technical passport delivered by the FIA,
- a valid Dakar technical passport, or passport being obtained.

1P1 ENGINE**1P1.1 Petrol Engine**

a) The following parts must be kept original:

- Engine block (except machining and modification to fit i.e. gear box, engine mounts, generator, starter);
- Crankshaft;
- Connecting rods;
- Pistons;
- Valve train (belt or chain, pulley);
- Cylinder head(s), completely assembled unit(s); it is allowed to do certain machining and modification for the set-up of mounting supports.

A workshop manual from the relevant manufacturer will be used as reference for conformity check.

It is allowed to mechanically block standard engine variable functions (thus to delete this function), for example a valve train, camshafts, an inlet.

b) Are free:

- The engine block must be kept original, but can derive from another model from the same manufacturer.
- Flywheel is free.
- Cylinder head cover(s) is(are) free provided it has a weight at least equal to that of the series cylinder head cover.
- Intake manifold is free.
- Exhaust manifold is free.
- Starter is free provided it is issued from a series production. Its installation inside the engine compartment is free.
- Generator may be replaced by another one.
- The diameter of the throttle valve cannot be bigger than the standard engine's one.
- Ignition:
The spark plugs are free as are the spark plugs/coil and coils high tension cables.
The electronic control unit and the electronic ignition components are free.
- Engine loom is free, as well as sensors.
- The fitting of fuel coolers is authorised on the return circuit to the tank.

1P1.2 Petrol engine, air restrictor

a) It is possible to use 2 air restrictors provided that the diameter normally used for one restrictor is divided by 1.4142.

b) No "by-pass", by any mean, is allowed.

1P1.3 Restrictor for petrol engines

All petrol engines must be fitted with an air restrictor with a maximum internal diameter (in mm) of:

PETROL	Ø
Prototype*	32
Standard (2 or 4 valves)	37
>5400cc 4x4 FIA	38
>5400cc 4x2 FIA	38
>5400cc 4x2 Score standard Engine **	38

* Does not concern pilots who feature on the list of Silk Way Rally 2019 priority drivers. The latest not being allowed to drive a vehicle equipped with a prototype engine.

** Does not concern pilots who feature on the list of Silk Way Rally 2019 priority drivers. Is considered as « standard », any engine complying with Appendix J of the FIA 2019 regulations.

1P1.4 Fuel coolers

The fitting of fuel coolers is authorised on the return circuit to the tank.

1P1.5 Supercharged Diesel engine

CLARIFICATION OF THE DEFINITION OF A SUPERCHARGED ENGINE (DIESEL):

In the case where a cylinder receives air from something in addition to a turbo, even if it is not simultaneous, a supercharged engine will be considered as a twin stage turbo engine and as a consequence must use the appropriate restrictor as defined in article 1P1.8 of the current technical regulations.

a) The following parts must be kept original:

- Engine block (except machining and modification to fit i.e. gear box, engine mounts, generator, starter);
- Crankshaft;
- Connecting rods;
- Pistons;
- Valve train (belt or chain, pulley);
- Cylinder head(s), completely assembled unit(s); it is allowed to do certain machining and modification for the set-up of mounting supports.

The workshop manual from the relevant manufacturer will be used as reference for conformity check.

b) Are free:

- The engine block must be kept original, but can derive from another model from the same manufacturer.
- Flywheel is free.
- Cylinder head cover(s) is(are) free provided it has a weight at least equal to that of the series cylinder head cover.
- Intake manifold is free.
- Exhaust manifold is free.
- Starter is free provided it is issued from a series production. Its installation inside the engine compartment is free.
- Generator may be replaced by another one.

1P1.6 Supercharging air exchanger

- a) A new exchanger may be homologated respecting the following conditions:
- It must come from a car model able to be homologated in Group A or T2 (i.e. produced in a quantity of more than 2500 units in 12 consecutive months);
 - It is authorised to modify the air inlets and outlets cases of the new exchanger, for the sole purpose of facilitating the implantation of the car. The turbo/exchanger and exchanger/engine air ducts are free; their maximum internal diameter is 80 mm;
 - Exchangers of the air/water type are prohibited, unless the system derives from a car model that can be homologated in Group A (i.e. produced in a quantity of more than 2500 units in 12 consecutive months) in this case, no modifications are authorised except for connections' cases.
- b) It is authorised to combine and air/water type exchanger system with an air/air type exchanger system.
- c) Air ducts are free but the maximum internal volume between the restrictor and the intake manifold set-up front is set at 15 dm³.
- d) One fan may be added on the exchanger.
- e) **Turbo**
The turbo compression system and its control system (waste gate type or other types) can be replaced by 1 or 2 turbo chargers which both come from a car model that can be homologated in Group A, GT (2012 GT homologation regulations) or T2. The actuators and control system levers are free. The local machining of the turbo charger casing is allowed to fit air ducts and / or turbo revolution sensors.
- f) **Particle filters are prohibited.**
- g) The **chain cover** is free.

1P1.7 Diesel engine, air restrictor

- a) All the air necessary for feeding the engine must pass through a restrictor, which must comply with Article 284-6.1, except for its internal diameter.
- b) It is possible to use 2 air restrictors provided that the diameter normally used for one restrictor is divided by 1.4142.
- c) No "by-pass", by any mean, is allowed.

1P1.8 Restrictor for supercharged diesel engines

All supercharged diesel engines must be fitted with an air restrictor with a maximum internal diameter of:

DIESEL	Ø
Prototype*	36
Standard single stage turbo	39
Standard doublé stage turbo	38

- * Does not concern pilots who feature on the list of 2019 Silk Way Rally priority drivers. The latest not being allowed to drive a vehicle equipped with a prototype engine.

1P2 FUEL TANK

For T1.3 and T1.4, several fuel tanks are permitted and they may extend forward below the level of the mounting points of the seats to the chassis, but no less than 900 mm rearward of the front axle centre line

1P3 WIDTH

In accordance with Art 3.2.1 of Appendix J-285, the width of vehicles in categories T1 is limited to 220cm. Pilots not featuring on the 2019 Silk Way Priority List may enter in T1.3 and T1.4 vehicles, with a width of 240cm.

1P4 MINIMUM WEIGHT

The cars are subject to the scale of minimum weights in relation to cylinder capacity. For supercharged diesel engines, the cylinder multiplying coefficient applied will be 1.7.

	Weight Kg 4x4	Weight Kg 4x2
over 3000 up to 3250cc	1550	1400
over 3250 up to 3500cc	1625	1430
over 3500 up to 3750cc	1625	1460
over 3750 up to 4000cc	1700	1490
over 4000 up to 4250cc	1700	1580
over 4250 up to 4500cc	1775	1580
over 4500 up to 4750cc	1775	1580
over 4750 up to 5000cc	1850	1580
over 5000 up to 5250cc	1850	1580
over 5250 up to 5500cc	1925	1580
over 5500 up to 5750cc	1925	1580
over 5750cc	2000	1580

1P5 FUEL COOLING

The fitting of fuel coolers is authorised on the return circuit to the tank.

1P6 POSITION (4X4)

The crankshaft must be ahead of the middle of the wheelbase and installed longitudinally for tubular frame chassis.

The minimum height between the crankshaft axis and the reference point situated on the front axle centre line is 190 mm.

All modifications designed to achieve this value are authorised for a monocoque body chassis.

1P7 FIRE EXTINGUISHERS - INSTALLED SYSTEMS

Each car must be equipped with a fire-extinguishing system complying with the FIA Standard for Extinguishing Systems sealed on board Racing Cars (1999).

Fire extinguishing systems complying with FIA standard 8865-2015 (Technical List No 52) are not compulsory.

ART 2P REGULATIONS SPECIFIC TO GROUP T2 VEHICLES

Vehicles of T2 Group must comply with Appendix J - Article 284 - 2019

T2 vehicles, with homologation no longer valid (T2.3) must respect the safety prescriptions of Appendix J - article 283 - 2019.

ART 3P REGULATIONS SPECIFIC TO GROUP T3 SSV VEHICLES**3P1 ELIGIBLE VEHICLES**

Vehicles of T3 Group must comply with Appendix J - Article 286 (Prototype T3P) and 286A (Standard T3S)– 2019 (except from art. 5 and 10).

3P2 WEIGHT

The minimum weight for vehicles of Group T3 (T3P and T3S) shall be 900 Kg, including 2 spare wheels

3P3 SIZE OF RIMS AND TYRES

Rims shall respect the following dimensions:

- 15" or 381mm max,

Tyres shall respect the following dimensions :

- 30" or 762mm max,

3P4 VEHICLE DIMENSIONS

- Width: 2,10 m max,
- Length: 3,55 m max
- Wheelbase: free
- Track: free

3P5 RESTRICTOR

Vehicles of T3 group shall comply with art. 8.8 of 2019 FIA General Prescriptions for Cross-Country Rallies

3P6 TYRE PRESSURE CONTROL

It is forbidden to automatically inflate or deflate tyres, but the use of a 12V electric compressor or of an air bottle is authorised.

Refer to Appendix J. 286 - 2019, Art.10.4, for details.

3P7 MISCELLANEOUS SAFETY EQUIPMENT

- 1) Vehicles must comply with FIA 2019 Appendix J, Articles 282 et 283.
- 2) Each car must be equipped with a fire-extinguishing system complying with the FIA Standard for Extinguishing Systems sealed on board Racing Cars (1999).
Fire extinguishing systems complying with FIA standard 8865-2015 (Technical List No 52) are not compulsory.

3P8 FUEL TANKS

Fuel tanks must conform either to FIA Appendix J and of FT3-1999, FT3.5-1999 and FT5-1999 type.
Refer to article 34P2 of the specific regulations regarding fuel range.

3P9 FUEL

Fuel used must conform with Appendix FIA, Article 282.9 or with the specific regulations of the event, article 34P.

ART 4P – TRUCKS – GROUP T4

Group T4.1 vehicles must conform to FIA Appendix J, article 287 (2019).

Any modification done on a T4.1 must have first received the authorisation from the Organisation.

Group T4.2 vehicles must conform to art. T8P of the Dakar 2019 technical regulations and possess the Dakar passport, or demand being pursued, or possess the equivalent of the technical Dakar passport, issued by the competitor's ASN.

Dakar technical regulations to be downloaded from the following link:

www.dakar.com/dakar/2019/us/regulation.html

ART 5P – INTEGRATION OF VEHICLES CONFORMING TO SCORE US REGULATIONS 2018

Definition of the categories and classes: article 9P2 of the supplementary regulations.

5P1 ELIGIBLE VEHICLES

Technical details, Group OPEN vehicles (OP.5.1 and OP.5.2):

All 2 or 4 wheel drive vehicles conforming to Score regulations (2018 Score International Off- road Racing Rules and Regulations) are admissible, with the exception of classes ½-1600 and 5- 1600, under the following conditions: Respect of articles Appendix J – FIA 285.7 and 285.3.

5P2 CONCEPTION OF THE ROLL CAGE

The roll cage must conform to score regulations (see article CR33) or Article 283/8 Appendix J – FIA.

5P3 ROLL CAGE DIMENSIONS

The dimensions of the tubes must conform to score regulations (see article CR33).

5P4 WEIGHT

Group OP.1: For 2-wheel drive, the minimum weight is 1.400 Kg

Group OP.2: The minimum weight is 2.800 Kg

Or respect of art. 285.4, appendix J FIA

5P5 TYRE SIZE

Tyres must respect the following sizes:

- 950 mm max, for 2-wheel drive Group OP.5.1 vehicles and for Group OP.5.2 vehicles.
- 840 mm max, for 4-wheel drive Group OP.5.1 vehicles, on 15 inch rims.
- Or respect of article 285/8, appendix J FIA and of articles 12.2, 12.3, 12.4 of the General Prescriptions and of Art. 12P of the current specific regulations.

5P6 VEHICLE WIDTH

Group OP.1: For 4-wheel drive, the max width is 2,20 metres.

For 2-wheel drive, the max width is 2,40 metres.

Group OP.2: The max width is 2,20 metres.

5P7 RESTRICTOR

Group OP.5.1 and OP.5.2 vehicles must conform to article 1P1 of the current technical regulations, art. 1P1.2 and 1P1.3 for petrol engines, or art. 1P1.7 and 1P1.8 for diesel engines.

5P8 TYRE PRESSURE CONTROL

Automatic inflation / deflation will be allowed for Group OP.5.2 vehicles if it exists as standard and providing the system has not been modified in any way.

Automatic inflation / deflation systems are forbidden for vehicles in Group OP.5.1 4x4 even if fitted as standard (appendix J FIA, article 285.8).

5P9 MISCELLANEOUS SAFETY EQUIPMENT

- 1) Vehicles must conform to appendix J FIA, Article 283, articles 7, 15, 16, 17, 18, 19 and 21.
- 2) Each car must be equipped with a fire-extinguishing system complying with the FIA Standard for Extinguishing Systems sealed on board Racing Cars (1999).
Fire extinguishing systems complying with FIA standard 8865-2015 (Technical List No 52) are not compulsory.

5P10 FUEL TANKS

Fuel tanks must conform either to article CR21 of the score regulations or with Appendix J FIA, Article 283.14.

5P11 FUEL

Fuel used must conform with Appendix FIA, Article 282, article 9 or the specific regulations of the event, article 34P.

ART. 6P - INTEGRATION OF VEHICLES CONFORMING TO CHINESE REGULATIONS (CAMF) – OP.6 GROUP

Definition of the categories and classes: article 9P2 of the supplementary regulations.

All competitors entering on the event vehicles conforming to Chinese Technical Code for Off-Road Rallies, undertake to comply with the SWR 2019 technical regulations.

6P1 ELIGIBLE VEHICLES

Vehicles of groups OP.6.1 & OP.6.2

Technical specificities, OP.3 vehicles :

Vehicles conforming to 2019 Chinese Technical Code for Off-Road Rallies, articles G281, G282, G283, G285 (T1), G284 (T2), G286 (T3).

A vehicle complying with the Chinese technical regulations may be accepted, on condition that the competitor provides evidence that his vehicle is recognised by the "CAMF".

6P2 ROLL CAGES

The roll cage must conform to 2019 Chinese Technical Appendix for Off-Road Rallies (G283) or Article 283/8 Appendix J – FIA.

6P3 WEIGHT

Respect of article 4.1 of 2019 Chinese Technical Code for Off-Road Rallies or of art. 285.4, Appendix J FIA.

6P4 TYRE SIZE

Tyres must respect the following sizes:

- 950 mm max, for 2-wheel-drive vehicles.
- 840 mm max, for 4-wheel-drive vehicles.
- Or respect of art. 285.4, appendix J FIA

6P5 VEHICLE WIDTH

- 2,20 m max, for 2-wheel-drive vehicles.

6P6 RESTRICTOR

Group OP.6 vehicles must conform to the current technical regulations, articles 1P1.2 and 1P1.3 for petrol engines, or 1P1.7 and 1P1.8 for diesel engines.

6P7 TYRE PRESSURE CONTROL

Automatic inflation / deflation will be allowed for 2-wheel-drive vehicles.

Automatic inflation / deflation systems are forbidden for 4-wheel-drive vehicles, even if fitted as standard (appendix J FIA, article 285.8).

6P8 MISCELLANEOUS SAFETY EQUIPMENT

- 1) Vehicles must conform to appendix J FIA, Article 283, articles 7, 15, 16, 17, 18, 19 and 21.
- 2) Each car must be equipped with a fire-extinguishing system complying with the FIA Standard for Extinguishing Systems sealed on board Racing Cars (1999).
Fire extinguishing systems complying with FIA standard 8865-2015 (Technical List No 52) are not compulsory.

6P9 FUEL TANKS

Fuel tanks must conform to Appendix J FIA, Article 283.14.

6P10 FUEL

Fuel used must conform to Appendix FIA, Article 282, article 9 or the specific regulations of the event, article 34P.

ART. 7P - INTEGRATION OF SSV VEHICLES OF OPEN GROUP**7P1 ELIGIBLE VEHICLES****Group OP.7**

SSV vehicles not complying with 2019 FIA T3.1 and T3.2 regulations. These vehicles shall comply with FIA Appendix J, art.282 and 283 (especially art. 8.3.3) and with the texts of the current technical regulations (Art. 3P).

7P2 ROLL CAGES

Roll cages must have received a homologation from an ASN. **The complete file shall be sent by the competitor to the competitor department when entering at the latest, and the original should be handed to technical stewards at scrutineering.**

No file will be examined at scrutineering.

Any SSV vehicle equipped with a standard roll bar that does not comply with Art 283.8.3.3. shall be refused, even if the roll bar has been approved by an ASN.

7P3 GENERAL

SSV of Open Group shall be standard vehicles, complying with T3.2 regulations, as far as engine and transmissions are concerned.

If the engine is equipped with a turbo, the latest must then be fitted with a 25 mm restrictor.

ART. 8P - INTEGRATION OF EX-VEHICLES OF T3 GROUP

These vehicles shall comply with FIA Appendix J, art.282 et 283 and with the texts of the current technical and specific regulations.



APPENDICES

APPENDIX 1 – GENERAL INFORMATION COUNTRIES CROSSED BY THE RALLY**1.1 CHANGING MONEY**

Outside the big cities, it will almost not be possible to use bank cards.
It will therefore be necessary to carry cash with you, in local currencies of the country being crossed.

1.2 GENERAL RECOMMENDATIONS

- do not walk alone in towns at night,
- do not wear visibly jewellery or other objects of value,
- do not pick up hitch-hikers,
- do not stop for a broken down vehicle if it is not part of the rally,
- it is strictly forbidden to take photos of strategic buildings (military sites, guarded sites etc.) As a general rule, it is necessary to ask for permission before taking photos of any building,
- always carry a photocopy of your passport on you (keep the original in a safe place),
- in the three countries, it is strongly advised not to use unauthorised taxis,
- **drink driving: no tolerance is authorised,**
- police checks and radar controls are frequent. You must respect local traffic code and traffic signs !

1.3 GENERAL INFORMATION - RUSSIA*Currency:*

100 Rubles = 1,36383 €

1 € = 73,98 Rubles (on 02.04.19)

There are automatic cash distributors in big towns

Languages:

Russian

Traffic:

Driving is often difficult and dangerous due to the state of the roads and the sometimes unpredictable behaviour of local drivers.

Night and day, you must drive with your lights on.

Water:

Tap water can be drunk but it is better to either filter or disinfect it.

Bottled water strongly advised.

Miscellaneous:

The export of antiques or object of value dating from before 1945 is strictly forbidden.

Exporting over 125g of black caviar per person is forbidden.

1.4 GENERAL INFORMATION – MONGOLIA*Currency:*

100 Tugrik = 0,0335 € on 5/12/2018

1 € = 2,987 Tugrik on 5/12/2018

There are automatic cash distributors in Ulaanbaatar, only Mastercards and Visacards and often with limited amounts.

In other big cities, the cash machines are often empty. You should plan to change money or withdraw Tugriks at Ulaanbaatar. It is impossible to change Tugriks outside the country, so you must calculate your needs as accurately as possible.

Languages:

Mongolian, Russian

Traffic:

Night and day, you must drive with your lights on.

Water:

Bottled water strongly advised.

Miscellaneous:

The export of antiques is strictly forbidden, even if bought at the local market.

1.3 GENERAL INFORMATION – CHINA*Currency:*

100 Yuan/RMB = 13,82 €

1 € = 7.52965 Yuan/RMB (on 02.04.19)

There are automatic cash distributors in big towns

Languages:

Chinese, and many different dialects according to regions.

English is almost not spoken, except for some guides and hotels, in the big cities.

Traffic:

You will hold a Chinese driving license and Chinese license plates, compulsory to be allowed to drive in China. They will be given either during the convoy to Xi'An or at administrative checks.

Caution: traffic lights are positioned after crossroads, like in the USA.

Fast roads, like highways, are used by everybody: cars, trucks, tractors, bicycles, pedestrians etc. You must be very careful, especially into town.

Priority does not exist in China.

Water:

Do not drink tap water. Drink only bottled water.

Mobile telephones:

Caution: local SIM cards are often not working on European mobile phones. Therefore, if you buy a 4G SIM card, it will work at its best on 3G network, with your own phone. You'd rather buy a local phone.

Moreover, pre-paid SIM cards are often not available from one region to the other. Check before your departure.

Internet :

Please note, you will be unable to access your "gmail" address in China, as many websites with the extension '.com' are also blocked.

To access it, you will need to go through a VPN, which must be planned before your start. You must enquire about the VPN's working in China before your departure, as many VPN's are blocked today in China.

APPENDIX 2 – MEDIA COVERAGE

1) In order to permit the widest possible dissemination and promotion of the Silk Way Rally, any and all persons taking part in the Silk Way Rally for any reason (hereinafter collectively referred to as the Competitors) acknowledge and agree that their participation in the competition grants to the organizers and assignees the irrevocable right to reproduce, represent, use and display, without any compensation whatsoever, their name, likeness, voice, biography and history, and more generally, their sports performance in connection with the Silk Way Rally.

Any and all persons taking part in the Silk Way Rally acknowledge and agree that Organizers may produce, without any prior consent and to their sole discretion, material supports containing images (photos, videos etc.) so as to market them.

The organizers and their assignees are allowed to use the trade name(s), trade mark(s), brand(s) of their vehicle parts manufacturers, constructors and sponsors, in any and all forms, on any media (whether now existing or hereafter developed) and in any format, for all kinds of world- wide use, including advertising and/or commercial use without any restrictions whatsoever except for those mentioned hereinafter, and for the entire duration of the protection currently granted for such use by legal or statutory provisions, judicial and/or arbitral decisions of all countries, as well as international conventions (present and future), including eventual extensions that could be made to this duration.

However, when the organizer authorizes a third party to use pictures of the competition for advertising or promotional purposes, the third party will not be allowed to use the name, voice, likeness, voice, biography, history or sports performance of a Competitor or the trade name, trade mark of his sponsor, vehicle parts manufacturer or constructor, with a view to a direct or indirect association between the Competitor, the trade name, the trade mark of his sponsor or vehicle parts manufacturer, and the product, service, trade name or trade mark of the said third party without the express consent of the Competitor, sponsor or vehicle parts manufacturer.

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

2) Competitors and accompanying persons may not be allowed to film pictures of the Silk Way Rally, whatever the means used and the purpose for which they are intend to film, without the prior written consent of the organizer.

Contacts of Media Department are available appendix 3.4.

APPENDIX 3 – RULES REGARDING USE OF IMAGES & VIDEOS

Following rules apply for any type of video image shot by participants (race and service) if these images are not intended for personal use.

3.1 SWR (SILK WAY RALLY) OFFICIAL IMAGES FREE OF RIGHTS AVAILABLE FOR TV DURING THE RALLY.

- 3 min daily for news access
- Images available on FTP and DROPBOX
- Images distributed by EBU & news agencies

3.1.1 CONDITIONS AND RULES REGARDING THE USE OF SILK WAY RALLY'S OFFICIAL IMAGES:

3.1.1.1 SWR non-rights-holders (broadcasters without agreement with SWR for broadcasting dedicated programs of the SWR 2018 & 2019) are entitled to broadcast on a linear basis a maximum of 1 minute RACE footage per event's day to be incorporated solely within :

- Regular TV news channels, sport news bulletin, magazines, sport magazines (not dedicated to the SWR).
- Non-Rights-Holders are not authorized to use any SWR pictures for commercial or sponsorship purpose.
- The accredited channels are entitled to broadcast behind the scenes' footage (backstage, interviews, bivouacs...) from their own means, within framework of programs described above. The global linear basis broadcast should not exceed 2 minutes (1' of race footage + 1 behind the scenes' footage).

3.1.1.2 Simulcast of the television news access programs (race images) for use on internet & mobile (news access images):

It is strictly forbidden for non-rights-holders television to video stream pictures of the SWR by means of Internet and/or mobile distribution technologie except as follows :

- The streaming is part of the simultaneous broadcast of the television channel without any change on the channel own edited generic web-site.
- The non-rights-holders don't have the non-linear (VOD) right to post dedicated video clip of the SWR on Internet and/or mobile.
- The streaming is part of VOD catch-up service of the entire regularly scheduled news bulletin and/or sport news bulletin on the television channel generic internet and mobile platforms.

3.2 OFFICIAL VIDEO CONTENTS AVAILABLE DURING THE RALLY FOR DIGITAL MEDIA SOLELY FOR ITS OWN OPERATED WEBSITE/MOBILE APPLICATION:

- Podiums, rest day & daily car and truck races summary (17 clips of around 2 mn each)
- Best of summary of the 1st week (around 2 mn)
- Best of of SWR 2018 (around 2 mn)

3.2.1 DIGITAL SUPPORTS ENTITLED TO BROADCAST/HOST SWR OFFICIAL VIDEOS CONTENTS:

Only following categories of digital supports are entitled to broadcast/host SWR official videos contents:

Pure player digital news portals, online newspapers and radio digital media, digital media related to general or specialized news, sports and motorsport news solely for its own operated website / mobile application/social networks.

- **It is expressly agreed that no TV channel website / mobile app shall have access to SWR official video contents.**
- Official partners and teams accredited on the Silk Way rally: solely for its own operated website / mobile application/social networks.
- **IMPORTANT:** for all broadcast/hosting of any other content with SWR race images, a specific agreement is required.

3.2.2 License conditions:

The use of the here above contents are subject to the respect of the following license conditions:

Access to free access through embedded code:

- **Only TV channels holding rights may host/broadcast the official SWR video clips on their website and/or mobile application.**
- Embedded code available on the official channel: Youtube/The Silk Way Rally.
- **Pre-roll & post-roll advertising by the SWR prior the start and the closing of the clip, ie. a maximum of 4 sec SWR/sponsor insert into the video.**
- Availability through DropBox upon request to media dpt contact. (International, Russian or Chinese)
- In no case shall a third party brand, which is not an official sponsor of the event, be associated with the SWR brand or prevail from any form of sponsoring with the SWR.
- The broadcast/hosting shall be limited only to the operated website and mobile application of the media/sponsor/team. It is not allowed to host/broadcast the official clips on any platform, like YouTube, Daily Motion...
- The website and the mobile application shall be not dedicated entirely to the event.
- It is expressly agreed that no editing / modification could be done on the original video
- The access to the contents shall be free of charge for the end users and not downloadable
- No communication right is granted: It is forbidden to communicate outside your own website/application on the availability of the videos.

3.3 CONDITIONS TO SEND IMAGES FROM THE SWR BIVOUACS:

Camera accreditation subject to the prior consent of the SWR

TV broadcasters accredited are not allowed to transmit footages from the pressroom and have to contact the SWR Media Dpt to get terms and conditions of transmissions (International, Russian or Chinese contact according to the country where images are distributed).

- So as to get an authorization to send video/images from the SWR media center, media/teams/sponsors must contact the Heads of Media Department (International, Russian or Chinese contacts) beforehand and give the following details:
 - Type of images that you wish to record.
 - Size and volume of the files that you plan to send
 - Media, team/brand web site on which you would like to broadcast images (Web / Mobile).

Direction of Media Department will consider and reply to each request.

3.4 CONTACTS AT MEDIA DEPARTMENT

RUSSIA

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Lina Arnautova

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E-mail: crodrigo@silkwayrally.ru

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CHINA

Kathy Li Hui

E-mail: kathylihui@126.com



APPENDIX 4 – SAFETY & NAVIGATION EQUIPMENT

Suppliers, in charge of safety and navigation instruments will be present:

- at administrative checks and scrutineering, on July 5 and 6, 2019
- every morning at the start from the Bivouac,
- every night at the arrival at the Bivouac,
- at the finish of the rally, at the parc fermé, on 16th July 2019.

4.1 SARSAT DISTRESS BEACON

1) The rental of the obligatory Sarsat distress beacon is included in the entry fee. It will be issued to you by the supplier MARLINK EVENTS at administrative checks in Irkutsk, on 5th and 6th July 2019. You will receive a short training when recovering the instrument.

2) Each distress beacon is nominative and individual. They must in no case be exchanged between competitors during the rally.

3) You will be charged a deposit by MARLINK EVENTS. You will have to pay this deposit when booking your Sarsat distress beacon before the delivery of the instrument. Your deposit covers the Sarsat distress beacon for the amount of €300, guaranteeing the return of material in good working condition.

4) In case of damage to the Sarsat distress beacon, the deposit will be charged and an invoice will be issued by MARLINK EVENTS.

In the case where the Sarsat distress beacon is used, the costs of replacing the battery and a check of the Sarsat distress beacon will be invoiced at €300 including taxes.

5) The Sarsat distress beacons must be returned at the end of the rally to MARLINK EVENTS, who will ensure recuperation on the ground. In case of non-return of the distress beacon before 16th July 2019 (end of the rally), the service provider will charge you 76 € HT per week, for additional rental. If the distress beacon is not returned before 16th August 2019 in good working conditions, the deposit will be cashed.

4.2 IRITRACK (RACE)

1) The hire of an Iritrack is compulsory and included in the entry fee. It will be issued to you by the supplier MARLINK EVENTS at administrative checks in Irkutsk, on 5th and 6th July 2019.

Mounting accessories (brackets, cables and antennas) are available for purchase at <https://eshop.marlink.com/en>, section Silkway Rally 2019. They will be shipped to you (depending on the delivery method chosen) upon receipt of the order and payment.

Mounting accessories must be fitted before scrutineering and power must come directly from the battery. Vehicle must be ready to mount the Iritrack.

An information document will be available to download from the rally's website and on Marlink's e-shop.

The fitting of the Iritrack requires an installation kit, not included in the entry fee, that the competitor must get directly from Marlink.

For Russian, Mongolian and Chinese competitors, the mounting kit will be issued on 4th July evening, at administrative checks, in Irkutsk.

2) The use of this equipment is compulsory (on pain of the start being refused) as is the maintaining of the equipment in working order, throughout the Event, and over the whole of the route, including Road Sections.

This device must be mounted according to the technical instructions provided by MARLINK. It is the responsibility of the crews to carry out the mechanical, electrical and electronic installation in accordance with the standards before scrutineering, using the installation kits to be purchased from the exclusive supplier.

This device is personalized by a serial number assigned to a crew. No changes may be made without the authorization of the provider. Any unauthorized swapping or manipulation will result in penalties up to and including disqualification.

Any installation that does not allow proper operation of the device will result in a refusal to start.

3) You will be charged a deposit by MARLINK EVENTS.
You will have to pay this deposit before the delivery of the device.

Your deposit covers the Iritrack for the amount of €1,500 including taxes, guaranteeing the return of material in good working condition.

4) In case of damage to rented equipment a restoral invoice will be issued by MARLINK EVENTS.

5) The Iritrack must be returned at the end of the Rally to MARLINK EVENTS, who will ensure recovery on the ground. In case of non return of the Iritrack before 16th July 2019 (end of the rally), the service provider will charge you 76 € HT per week, for additional rental.

4.3 TELEPHONE - SAFETY EQUIPMENT (RACE)

4.3.1 SATELLITE TELEPHONE

Rental of the satellite phone is optional.

To book your satellite phone, go to <https://eshop.marlink.com/en>, section Silkway Rally 2019- rental equipment.

These instruments are also subject to a deposit (1.000 € TTC), and must be returned in the conditions mentioned above (4.1.5 and 4.2.5).

4.32 SAFETY EQUIPMENT

Part of the safety and survival equipment referred to in Article 50P2 may be supplied by MARLINK EVENTS:

- flashlight,
- cyalume,
- compass,
- distress mirror,
- survival blanket.

To order equipments go to <https://eshop.marlink.com>, section Silkway Rally 2019 - survival equipment.

For further information concerning these devices (Iritracks, distress beacons, satellite telephones and safety equipment) please contact:

MARLINK EVENTS –Rally-Raid Department

114, Avenue d’Alfortville – 94600 CHOISY-LE-ROI

Tél. : +33(0) 1 48 84 34 07 - Fax : +33(0) 1 48 52 53 54

mehdi.couillard@marlink.com

4.4 GPS EQUIPMENT (RACE)

1) The rental of obligatory GPS Unik II is included in the entry fee.

This GPS Unik II, with intentionally restricted functions, is compulsory for all racing vehicles, to ensure an equal chance for all and to preserve an element of navigation in the desert.

The GPS Unik II will have the Sentinel function integrated.

It is compulsory to carry this equipment on board (otherwise the start will be refused) and to keep it switched on, throughout the Event, and that over the entire route, including Road Sections.

A maximum of 2 GPS Unik II can be authorised per Vehicle, depending on the supplier’s availability. The supplier shall be contacted prior to the event for the rental of this 2nd GPS.

2.a) The compulsory rental of obligatory GPS Unik II includes one “colour” GPS for CAR-TRUCK categories Vehicles.

Instruments will be issued to you by the supplier ERTF at administrative checks in Irkustk, on 5th and 6th July 2019

2.b) The fitting of the GPS Unik II requires an installation kit, not included in the entry fee, that the competitor must get directly from ERTF.

For Russian, Mongolian and Chinese competitors, the mounting kit will be issued on 4th July evening, at administrative checks, in Irkustk.

This kit must be mounted before scrutineering and power must come directly from the battery.

Note: Competitors must ensure the fitting of the accessories necessary to install the GPS Unik II.

Competitors will be required to ensure the following:

- the mechanical and electrical installation, with a continuous power supply of between 9 and 24 volts, regulated and protected by a 3 amp fuse.
- the mechanical mounting must be flexible and include necessarily the supplied silent blocks.
- the main circuit breaker of the vehicle must act on the positive but the GPS must be directly connected.

3) Compass heading repeaters and/or speed or distance trips, other than the model homologated by the Organiser, are prohibited, as are all other accessories not homologated and connectable to the GPS. This optional material can be purchased from the supplier.

An information document will be available to download from the rally’s website together with order forms.

4) You will be charged a deposit by ERTF.

You will have to pay this deposit when booking your GPS Unik II before the delivery of the instrument.

Your deposit covers the GPS Unik II for the amount of €1,700 including taxes, guaranteeing the return of material in good working condition.

5) In the case where a new GPS Unik II is requested during the Rally (following problems or loss of the first one), a new deposit will be requested directly by the supplier.

In case of damage to rented equipment or no return of the equipment, an invoice will be issued by ERTF.

6) The GPS Unik II must be returned at the end of the Rally to ERTF representatives, who will ensure recovery on the ground.

In case of non return of the GPS Unik II before 16th July 2019 (end of the rally), the service provider will charge you 76 € HT per week, for additional rental.

The deposit of any GPS Unik II not returned to ERTF before 27th August 2019 in working conditions will be cashed.

7) For further information, contact:

Société ERTF COMPETITION

Parc Technologique de Soye – 56275 PLOEMEUR

Tel.: +33 (0)2 97 87 25 85 - Fax: +33 (0)2 97 37 59 21

competition@ertf.com



SERVICE

REGULATIONS

ART 1A – ELIGIBLE VEHICLES

- 1) Vehicles are free, except caravans, which are forbidden.
- 2) The whole route may be done with a 2-wheel drive.
- 3) Up to the start of the race, the organisers reserve the right to refuse the entry of all vehicles which do not correspond to the vehicle declared.
Once the scrutineering passed, in the case of a breakdown or an accident during the rally, the vehicle may be changed, on demand to the organisers.

ART 2A – CREWS

- 1) Crews may be composed of:
 - From 1, up to 5 persons, in trucks, if the truck is homologated for 5 persons as standard, and providing this is stated on the registration papers.
 - From 1, up to 5 persons, in cars, depending on the type of vehicle entered.
 - Up to 15 persons on a bus, according to the type of bus.

Only cars and trucks having the possibility on the registration documents, to carry 5 people on board, will be allowed to transport 5 people.

For all demands of additional crew members, a written document should be sent to the organisers, who will, depending on the conditions, accept or not.

- 2) Only people who are regularly registered and accredited have the right to travel in service vehicles.
- 3) FIA licenses are not necessary for assistance crews.
In the truck category, it is authorised to have only one holder of the heavy goods' driving license on board.
- 4) Service vehicles' crew members are allowed to swap vehicles within the same team, except for border crossings. For security reasons, in case of a change, the team must inform the person in charge of service vehicles.
- 5) If a service crew member leaves their vehicle due to force majeure, the vehicle may continue only providing the Race Direction is informed. In no case can the crew member be replaced.
- 6) **All infractions will incur the disqualification of the service vehicle.**

ART 3A – BRIEFING

All information for vehicles and persons registered in the service category, concerning either the route, general information and/or safety information will be distributed to the service crews, in written, during administrative checks, on 5th and 6th July 2019 in Irkutsk.

A general briefing will be held on 6th July 2019 at 15.30 in Irkutsk.

The presence of at least one member of each crew is compulsory, on pain of a 500 € penalty.

ART 4A – ENTRIES

Conforming to the current specific regulations: article 11P.

All “service” entries must be attached to a competitor in the race to be accepted.

ART 5A – IDENTIFICATION

An identification bracelet will be given to each member of a service crew, at the administrative checks in Irkutsk. The emergency phone number of the PC Course is written on the bracelet.

In the case of loss or damage, the participants will have to ask for a new one to the Competitors Dept.

This bracelet will be required to enter the bivouac, at the catering and to enter the Prize Giving Ceremony.

ART 6A – ATTRIBUTION OF NUMBERS AND START ORDER**6A1 ATTRIBUTION OF NUMBERS**

Numbers will be attributed at the discretion of the organising committee.

6A2 START ORDER

1) Service vehicles are authorized to leave Irkutsk, on 7^h July 2019, only from 05.00 am, to reach the first bivouac.

Any vehicle breaching this rule will be penalised, the penalty going from being refused to carry out service on the first bivouac up to and including disqualification.

2) For the following legs, starts will be free.

However, if start times shall be imposed, they would then be written on the time schedule handed out to the participants at the administrative checks in Irkutsk and/or announced at the briefing on the day preceding the leg concerned.

ART 7A – ROAD-BOOK / ITINERARY**7A1 ROAD BOOK**

The road book of the whole itinerary will be available for service crews on 3 formats:

- a file, that enables to print the traditional road-book,
- the digitized route, readable from a smartphone, tablet or any other medium,
- a hard-copy road-book, given out at administrative checks.

Digital formats will be sent to teams who request them from the Competitors Department.

7A2 ITINERARY

1) The following of the itinerary, as described in the road book is compulsory. Vehicles must follow the entirety of each stage on pain of disqualification. They may not avoid a stage and then return to the race, unless they get an exceptional authorization from the race direction.

2) **Failure to respect the itinerary will incur the following penalties:**

- **1st infringement : fine of 300 €,**
- **2nd infringement : fine of 500 €,**
- **3rd infringement : disqualification.**

ART 8A – DRIVER'S CODE**8A1 GENERAL BEHAVIOUR**

- 1) Vehicles and persons registered in the assistance category are **obliged to behave with respect and courtesy** on the road and towards:
- the population of the countries crossed,
 - the other competitors,
 - the members of the organisation.
- 2) All **incivility** noted will result in a **penalty of 500 €**.
Any **repeated infringement** will be judged by the person in charge of the assistance and will lead to penalties **up to and including disqualification**.
- 3) It is forbidden to **leave wheels or punctured or damaged tyres** on the itinerary of the route. Any crew caught disobeying this rule will be penalised **500 € per tyre or wheel**. **Repeat offense** will result in penalties **up to and including disqualification**.
- 4) It is forbidden to **throw away rubbish on the itinerary**. Any infringement will lead to a **penalty of 500 €**. **Repeat offense** will result in penalties **up to and including disqualification**.
- 5) It is forbidden to **throw rubbish outside the specific areas on the bivouac**. Any rubbish, waste oil etc. dumped on any other place than the ones planned by the organisers will lead to a **penalty of 500 €**. **Repeat offense** will result in penalties **up to and including disqualification**.

8A2 ACCIDENT

In the event of an accident with a third party on a road section, involving physical or material damage, the crew must immediately inform the PC Course by all means and in the shortest possible time so that the latter can send the appropriate means of intervention as quickly as possible.

The crew must also contact the security department of the organization, who will tell them what to do:

- Emergency Number in Russia : 101(112)
- In charge of safety, Sergey Talantsev (speaks English) : +7(937) 586-68-20

Any crew involved in an accident will be subject to an investigation by the College of Sporting Stewards. Depending on the circumstances, penalties may be applied, up to and including disqualification.

8A3 SALE / TRANSFER OF VEHICLE

- 1) If a crew abandons or leaves the rally, it is strictly **forbidden** from **transferring or selling its vehicle in Russia, Mongolia and in China**.
- 2) In addition to the risks incurred locally by failure to comply with the rule in force (fines, impoundment of vehicle / passengers, etc.), any team found to have breached this rule will get a **fine of 1.500 €**.

8A4 LOSS OF VEHICLES (COMPLETE OR PARTIAL DESTRUCTION)

1) If a vehicle is lost (accident, fire, destruction etc.), the competitor must make a statement to the police or customs. This statement must contain the facts of what happened, the registration number, the race number, and the contact details of the people involved etc. A copy of this statement must be provided to the organisers.

2) The participant must contact the competitors' department to know what to do, according to the place of retirement.

The vehicle must be returned to the place decided by the local authorities, who will decide, depending on the state of the vehicle, whether it should be re-exported, destroyed, or whether cancellation of its temporary import is justified. Any additional repatriation costs must be paid by the competitor.

3) In addition to the risks incurred locally by failure to comply with the rules in force (fines, impoundment of vehicle / passengers, etc.), any crew found to have breached this rule will get a **fine of 1.500 €**.

8A5 RESPECT SENSITIVE AREAS

In agricultural or forest areas, populated zones or zones that are sensitive from an environmental or safety stand point, the itinerary and all the boxes of the road book must be scrupulously followed.

In particular, it is **forbidden to 'cut' corners by crossing fields, forests, orchards or marshes**

- **1st infringement : 1.000 €**
- **Repeat offense: disqualification**

ART 9A – TRAFFIC - SPEED**9A1 GENERAL**

1) Throughout the entire Event, crews must strictly observe the traffic laws of the countries crossed.

2) **Crews must respect the traffic laws of the countries crossed by the rally, as well as local traffic signs.** In the case of infringement and of police control, crews are entirely responsible for the facts they have been arrested for. **Potential fines may be cumulated to penalties for over-speedings.**

3) In Russia and Mongolia, vehicles must have the lights on at any time.

4) Radar controls will be carried out along the itinerary by local police forces.

5) All **vehicles** not respecting the highway code of the countries crossed, driven at excessive speed or behaving in a dangerous manner and which **are subject to a police report risk penalties up to disqualification.**

9A2 MAXIMUM SPEED

1) Maximum speeds authorized will be those authorized by the traffic laws of the countries crossed by the rally.

2) In Russia, speed is limited to:

- 70 kph for cars,
- 90 kph for trucks,

In Mongolia speed is not officially limited but the general state of the road network calls for great caution. Crews are strongly recommended to adapt their speed to the condition of the roads or tracks.

In China, speed is limited to:

- 100 kph for cars,
- 120 kph for trucks.

If the local speed limit is lower, it applies.

Furthermore, it is up to the crew to adapt their speed according to the density of the population and to the traffic.

9A3 SPEED BIVOUAC / STAGE TOWN

It is forbidden to, under risk of penalty up to and including disqualification:

- drive at excessive speed (more than 30 kph) within the bivouac area,
- drive dangerously in the area of the bivouac or in stage towns where local speed limits must be respected,
- drive on airstrips.

ART 10A – SERVICE

10A1 GENERAL

- 1) See article 31P of the specific regulations.
- 2) Persons carrying service, as well as vehicles carrying these persons and / or service materials and / or equipment must be regularly registered with the organization.

It is strictly **forbidden to counterfeit any identification mark.**

- 3) It is **forbidden for service vehicles to intervene on the day's special, on pain of penalty going as far as disqualification of the assisted competitor.** However, they can intervene on road sections, only on sections of the itinerary shared with competitors.

The presence of service vehicles is authorised on finish of selective sections, when these feature on the assistance road book, or if they have been authorized in writing. Service vehicles should not obstruct the passage of race vehicles.

Vehicles and persons entered in the assistance category are **not allowed to go on to the route of the special**, except after the closure of the finish time control and after authorization of the PC Course only.

- 4) For safety reasons, vehicles and people registered in the service category must get the authorization from the Race Direction to go to the track to recover a competitor, on pain of disqualification of both vehicles (see art. 31P2.2.a).

- 5) SSV's of Groups T3 and Open may be loaded on/in their service vehicles to do the road sections, only if road sections and service route are common and only if authorised or imposed by organisers.

On some legs, they will have to be loaded on/in their service vehicles throughout the road sections, so as to comply with the laws of the countries being crossed. Details of legs concerned will be given to crews at administrative checks at the latest.

- 6) **Signposting of any kind** (any form of communication with a racing crew) **is forbidden** throughout the route.

7) For safety reasons, service vehicles are **not allowed to transport fuel (tolerance of 20 litres)**. All refueling of a competitor by a service vehicle is forbidden, on pain of disqualification of the assisted competitor.

The filling of fuel tanks of T1 or T2 diesel vehicles from a T5 truck may only be carried out in the bivouac and only if the fuel tank of the T5 is situated outside the bodywork and under the vehicle.

8) Racing and service crews will be required to follow the organizers' instructions as to the **position of their team on the bivouac**.

Failure to comply with these guidelines will result in a penalty of € 500 per vehicle.

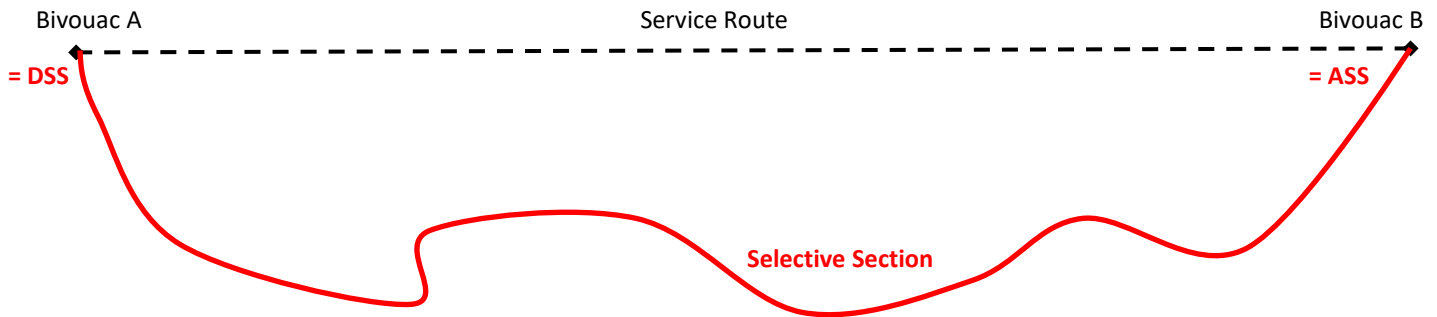
Repeat offense will be judged by the Board of Sporting Stewards.

9) All infractions to the assistance regulations will result in penalties up to disqualification of the service vehicle and/or of the race vehicles concerned.

10A2 ILLUSTRATIVE SCHEMES

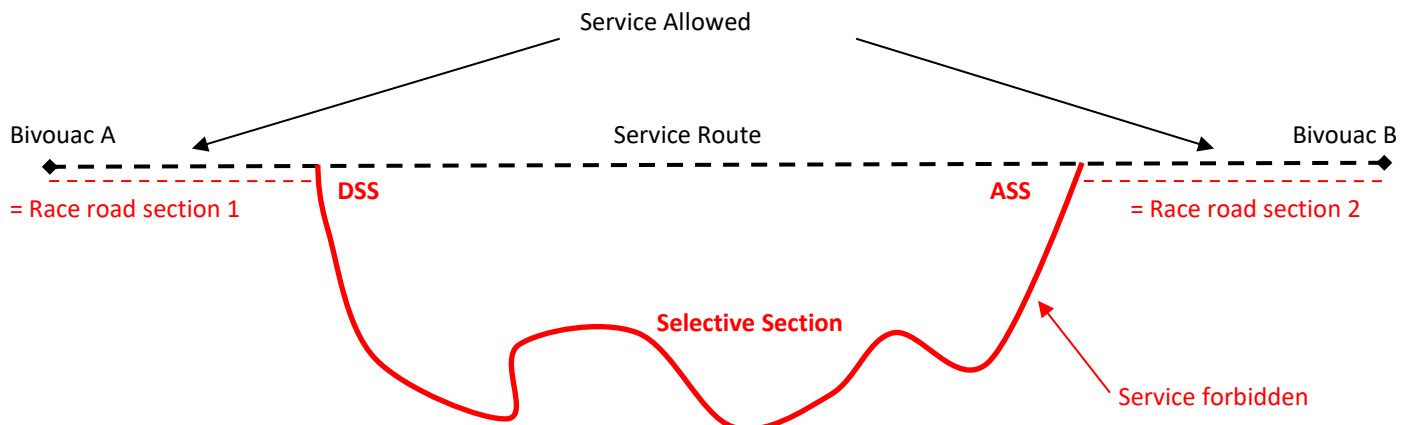
a) **Start of a leg = start of a selective section** ➔
SERVICE FORBIDDEN

When Race vehicles start a selective section directly from the bivouac and finish the selective section at the following bivouac, then service of any kind is forbidden on the race route.



b) **Service route common to race road section** ➔
SERVICE ALLOWED ON COMMON ROAD SECTIONS
SERVICE FORBIDDEN ON SELECTIVE SECTION

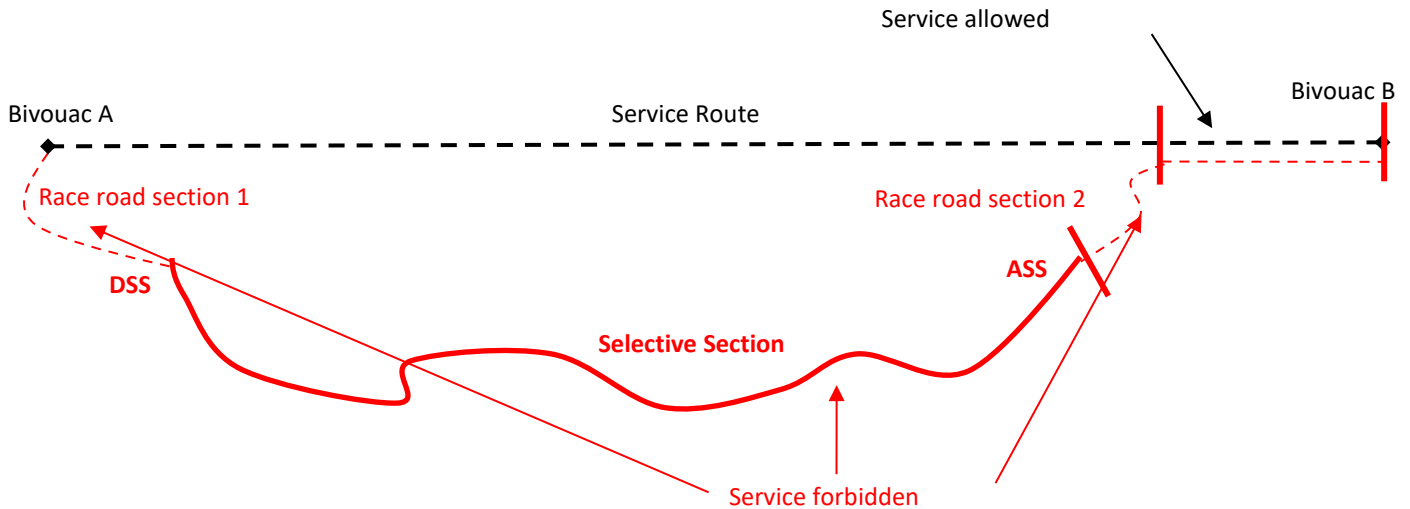
When race road sections are common to service route, service is allowed on road sections, but forbidden on selective sections.



- c) **Service route and race road sections are common on some parts**
SERVICE ALLOWED ON COMMON SECTIONS
SERVICE FORBIDDEN ON SELECTIVE SECTION



When race road sections are common to service routes on some parts, service is then allowed only on these common sections. Service is forbidden on selective sections.



10A3 PENALTIES FOR FORBIDDEN SERVICE

- 1) The person in charge of service category is responsible for:
 - enforcing the assistance regulations,
 - checking that vehicles and / or persons carrying service in or around the bivouac are duly accredited by the organization,
 - ensuring that the identification plates affixed to the vehicle correspond to a regularly engaged vehicle and are not counterfeit,
 - applying penalties for forbidden service.

- 2) **Service carried out by a non accredited person or vehicle or by a vehicle which identification plates have been counterfeit** will lead to the following penalties:
 - **1st infringement :**
 - **obligation for vehicles and/or the persons concerned to be accredited** with the organisation. If the vehicle and/or crew **refuse to get accredited**, thus racing crew having benefited from service will get a penalty that may go **as far as disqualification**.
 - penalty of minimum **3h00** for the assisted competitor, **for an infraction on a road section or at the bivouac**
 - penalty of minimum **10h00** for the assisted competitor, **for an infraction on a selective section**
 - **Repeat offense : disqualification of the assisted competitor**

- 3) **Servicing on a selective section** (vehicle and/or person registered in the assistance category) will lead to penalties **from 6 hours to disqualification**, for the assisted vehicle, except if authorised by the Race Direction (see art. 31P).
 All **repeat offenses** will result in **disqualification** of people and vehicles concerned.

- 4) Any **presence of a service vehicle or person on a road section, at start or finish of selective section** when they have not been allowed by the regulations or a bulletin, will lead to penalties **from 3 hours to disqualification**, for the best ranked vehicle of the team.
 All **repeat offenses** will result in **disqualification** of people and vehicles concerned.

- 5) **Any transport of parts or service by a vehicle not accredited or by a vehicle which identification plates have been counterfeit** will lead to penalties **from 3 hours to disqualification**, for the assisted vehicle. All repeat offenses will result in **disqualification**.
- 6) The **dropping or parachuting of spare parts** on the route of a leg will lead to penalties **from 6 hours to disqualification**, for the best ranked vehicle of the team. All repeat offenses will result in **disqualification** of assisted vehicles of the team.
- 7) **Servicing outside the bivouac or in an enclosed place** (inside or outside the bivouac), will lead to penalties **from 6 hours to disqualification**, for the assisted vehicle. A tent is not considered as an enclosed place. All repeat offenses will result in **disqualification** of people and vehicles concerned.
- 8) The **presence of any means of transport** (car, motorcycle, aircraft, helicopter, etc.) following the rally route the same day or a number of days prior, as well as **the prolonged flying over** of any means of transport, with official means or not, carry **aboard a person having any link whatsoever with competitors** still in the race will lead to the **immediate disqualification** of all the participants having a link with one of these means.
- 9) **Signposting or the transmission of information** by any means, by any means will be sanctioned by a **3h00 + 500 € penalty per infringement**, for the competitor concerned. **Servicing and/or signposting on crossing of race and assistance itineraries** will lead to penalties **from 6 hours to disqualification**, for vehicles and people concerned. All repeat offenses will result in **disqualification** of people and vehicles concerned.

ART 11A – INSURANCE

See article 35P of the supplementary regulations.

It is essential for you to read this article, to know the cover and guarantees included.

ART 12A – ADVERTISING

Complies with art. 15P and 16P of the specific regulations.

Not respecting the correct positioning of compulsory stickers (identification and advertising panels) will lead to **start being refused**, until they comply with the rules.

ART 13A – ADMINISTRATIVE CHECKS & SCRUTINEERING

13A1 ADMINISTRATIVE CHECKS IN IRKUTSK.

- 1) Participants will pass administrative checks on 5th and 6th July 2019, in Irkutsk.
- 2) Crews will receive a convocation stating the day and exact time where they must present at administrative checks.
The convocation time is the checking-in time at the entry of administrative checks. Crew must check-in without their vehicles, which must remain at the service park.
Respecting these convocation times is compulsory.

Failure to respect the convocation times will incur a penalty of:

- **50 € for the 1st hour late (inclusive)**
- **80 € for the following hours (inclusive).**

- 3) The start will be refused to all crews which present themselves at checks after the time limits, except in the case of force majeure, duly recognised as such by the Organisers.

4) **Vehicles presented** at scrutineering must correspond to the **vehicles which have been entered under penalty of start being refused.**

5) **Vehicles must be presented to the start of the rally with panels and plates affixed on their vehicles according to articles 15P and 16P.** The good positioning of these plates/panels will be checked before entering the first bivouac.

In case of missing, incorrectly positioned or cut-out sticker, **crews must bring their vehicles into conformity**, to enter the bivouacs.

13A2 REQUIREMENTS

1) The person responsible for a vehicle undertakes to present **valid documents**. If one of the necessary documents is missing the vehicle will not be accepted.

No copies or declarations of loss/theft will be accepted, under pain of being refused to start.

2) All crew members must be in possession of:

- **Valid passport** (valid until 31/01/2020), with a minimum of 3x2 consecutive blank pages for visas
- **Visas** : visas may be necessary for Russia and China, according to the competitors' nationality. Participants in the convoy may also need a visa for Kazakhstan. Check with competitors' department.
- **Each participant must inquire about the necessity of getting a visa, according to his/her nationality and will therefore be entirely responsible for the possession of his/her visas. Required information and documents to obtain the visas will be posted on the rally's internet website.**

3) All crew members must show the following original valid documents at administrative checks:

- **National driving license**,
- **Valid log book** or registration certificate (provisional registrations not acceptable),
- **Authorisation of the owner** to use the vehicle when they are not part of the crew
- **Insurance documents of the vehicle** mentioning the countries covered. Participants are responsible for the validity of their insurance documents in the countries crossed by the rally, including during the convoys.
- **Pictures of the car**, as sent for the entry file.

ART 14A – CREWS' SAFETY

14A1 SURVIVAL EQUIPMENT

1) For safety reasons crews must carry with them in their vehicles the following material:

- 1 torch lamp,
- 1 lighter,
- 1 foil survival blanket per person (Metaline),
- 1 first aid kit
- 1 Iridium satellite (recommended) or GSM telephone

2) All crews unable to present all the above equipment at the start of a leg will be refused a start until compliance has been achieved.

14A2 VEHICLES' SAFETY EQUIPMENT

1) Each service vehicle must have the following equipment present:

- 1 homologated 2 kg manual powder fire extinguisher,
- external rear view mirrors,
- 1 towing strap or rope,
- reinforced windscreen,
- 1 spare wheel,
- 1 safety triangle,
- 1 fluorescent jacket per person,
- 1 safety belt or harness per person,
- 1 seat-belt cutter per person (easily reachable)

2) All crews unable to present all the above equipment at the start of a leg will be refused a start until compliance has been achieved.

3) Roll-cages are not compulsory.

14A3 RETIREMENT

1) In the case of retirement, it is imperative that crews inform, by all possible means, and as quickly as possible, the "Silk Way Rally race control" (PC Course) on the emergency phone number.

Failure to respect this important safety clause will result in the refusal of all future applications to take part in the Silk Way Rally.

2) In addition, failure to respect the obligation to inform the organisers in the case of retirement, where search operations are carried out, will result in the crew in question being liable for the financial costs of search operations.

3) Crew that have retired may in no circumstances be transported by the organisers for part or all of the route.

14A4 SAFETY BELT - HARNESS

1) The wearing of a safety belt or harness is compulsory over the entire itinerary, for all crew members.

2) Failure to wear the safety belt or harness will incur the following penalties:

- 1st infringement : fine of 300 €, by infringement, by crew member,
- 2nd infringement : fine of 500 €, by infringement, by crew member,
- 3rd infringement : disqualification.

ART 15A – ELECTRONICS EQUIPMENT**15A1 SATELLITE TELEPHONES**

Carrying a satellite telephone is optional, but highly recommended in order to be able to communicate with the racing competitors in the case of an accident or of a breakdown. It is recommended to be equipped with an Iridium or Inmarsat sat phone.

The organisers cannot be held responsible for the transmission of information between a racing vehicle and its assistance.

15A2 RADIOS

- 1) For safety reasons service vehicles will be allowed to be fitted with VHF radio receivers / transmitters homologated by the organisation and supplied by their suppliers only. They will use a sole frequency, all modifications are forbidden. The conditions concerning the receiving and installation of the equipment will be sent by the relevant supplier.
- 2) All UHF - CB transmitters and / or receivers and all other means of communication are forbidden throughout the entire rally itinerary aboard vehicles.
- 3) AM / FM radio receivers must be commercially available models and not modified. The wave length of FM receivers is limited to 88 – 108 Mhz. Spot checks will be made. **All infractions will result in penalties up to and including disqualification.**
- 4) Only Walkie-Talkies operating on one single frequency, used within the confines of the bivouac are admissible.

16A3 SATELLITE LINKS

All satellite links or other links between a race vehicle and an exterior base or another vehicle, is forbidden. The use of a BGAN or RBGAN station (+ associate antenna) will be authorised exclusively in the bivouac. The station must be declared to the organisers before the rally.
The use of any link not authorized or not declared will lead to penalties up to and including disqualification of the service crew and/or serviced race crew(s).

16A4 GPS / NAVIGATION

No GPS is imposed by the organisers, the choice and use of a GPS are thus free. It is nevertheless highly recommended to be equipped with a GPS, whatever its type.
 The service route being available on a digitized format, it is highly recommended to be equipped with a tablet or any other device enabling to read the route.

ART 17A – BOARD OF PENALTIES

- 1) Fines must be paid :
 - Within 24h00 after notification, on pain of disqualification of the vehicle,
 - Cash only (euros, dollars, rubles or yuans),
 - To the person in charge of Service Vehicles.

For the last Leg, fines must be paid upon receipt of the notification, if not, vehicle will be blocked.

- 2) Where there is a difference between the text of an article and the table it is the text of the article that takes precedence.

SUMMARY OF PENALTIES	Art. N°	PENALTIES SERVICE VEHICLE				PENALTIES RACE VEHICLE	
		Start Refused	Disqualification	Financial penalty	Other penalty	Disqualification	Other penalty
Vehicle not corresponding to the registered vehicle	1A3	X					
Not conforming crew	2A6		X				
Absence at general briefing	3A			500 €			
Vehicle leaving outside authorized hours	6A1		UP TO DISQ		Forbidden to carry service at bivouac		
Refusal to sign:							
▪ 1 st -----	7A2						
▪ 2 nd -----			UP TO DISQ		Vehicle blocked at TC		

Not respecting the route: <ul style="list-style-type: none"> ▪ 1st ----- 7A2 ----- ▪ 2nd ----- ▪ 3rd ----- 			X	300 € 500 €			
<ul style="list-style-type: none"> ▪ Unrespectful behavior ▪ Repeat offense ----- 8A1.2 ----- 			UP TO DISQ	500 €			
Wheel/tyre left on route/bivouac: <ul style="list-style-type: none"> ▪ By tyre ----- ▪ Repeat offense ----- 	8A1.3			500 €			
<ul style="list-style-type: none"> ▪ Rubbish left on route/bivouac ▪ Repeat offense ----- 8A.5 ----- 	8A1.4 8A.5		UP TO DISQ	500 €			
Crew involved in an accident	8A2		UP TO DISQ				
Vehicle sold or ceded in a country crossed by the rally	8A3.2			1.500 €			
Not respecting re-exportation rules	8A4.3			1.500 €			
Not respecting sensitive zone: <ul style="list-style-type: none"> ▪ 1st infringement ----- ▪ Repeat offense ----- 	8A5		X	1.000 €			
Not respecting local traffic rules	9A1.5		UP TO DISQ				
Excessive speed, dangerous behavior in stage towns or on bivouac	9A3		UP TO DISQ				
Service on SS without authorization from Race Direction	10A1.4		UP TO DISQ			UP TO DISQ	
Transport of fuel and/or refueling a competitor	10A1.7					UP TO DISQ	
<ul style="list-style-type: none"> ▪ Not respecting organisers directions reg. position of vehicles on bivouac ▪ Repeat offense 	10A1.8			500 € per vehicle	Decision of Sporting Stewards		
Infringement to service rules	10.A1.9		UP TO DISQ			UP TO DISQ	
Service by a non accredited person or vehicle: <ul style="list-style-type: none"> ▪ 1st infringement road section ▪ 1st infringement selective section ▪ Repeat offense ----- 	10A3.2				Must get accredited or leave the rally		3h00 10h00
<ul style="list-style-type: none"> ▪ Servicing on special ▪ Repeat offense ----- 	10A3.3					UP TO DISQ X	6h00
<ul style="list-style-type: none"> ▪ Presence non authorized by writing on road section, DSS or ASS ▪ Repeat offense ----- 	10A3.4		UP TO DISQ X			UP TO DISQ of the best ranked vehicle X	3h00

<ul style="list-style-type: none"> ▪ Transport, of spare parts by non accredited vehicle ▪ Repeat offense 	10A3.5		UP TO DISQ			UP TO DISQ	3h00
			X			X	
<ul style="list-style-type: none"> ▪ Dropping, parachuting of spare parts ▪ Repeat Offense 	10A3.6		UP TO DISQ			UP TO DISQ For the best ranked vehicle	6h00
						X	
<ul style="list-style-type: none"> ▪ Servicing in an enclosed place or outside the bivouac ▪ Repeat offense 	10A3.7		UP TO DISQ			UP TO DISQ	6h00
			X			X	
Presence of a vehicle on the route before rally (linked to a competitor)	10A3.8		X			X	
Signposting and/or transmitting information	10A3.9					500 €	3h00
<ul style="list-style-type: none"> ▪ Servicing/signposting on routes crossings ▪ Repeat offense 	10A3.9		UP TO DISQ			UP TO DISQ	6h00
			X			X	
Not respecting the rules for stickers	12A & 13A1.5	X					
Not respecting convocation time at amin. checks:	13A1.2						
<ul style="list-style-type: none"> ▪ 1st hour started ▪ By following hour 					50 € 80 €		
Crew out of time at checks	13A1.3	X					
Vehicle not corresponding to vehicle entered	13A1.4	X					
Non conforming panels or plates	13A1.5					Vehicle refused to enter bivouac	
Missing original document at checks	13A2.1	X					
Missing survival and/or safety equipment	14A1 & 14A2	X					
Not respecting the retirement procedure	14A3.1					Refused to enter on SWR	
Not wearing harness/belt, per crew member :	14A4.2						
<ul style="list-style-type: none"> ▪ 1st infringement ▪ 2nd infringement ▪ 3rd infringement 					300 €/pers 500 €/pers		
			X				
Non conforming radio system	15A2.3		UP TO DISQ				
Use of non authorised or not declared sat station	15A3		UP TO DISQ			UP TO DISQ	
Fines not paid within 24h00	16A1		X				
Fines not paid immediately on last leg	16A1		X			Vehicle blocked	

SILK WAY RALLY ORGANISERS

Motorsport Support Association Silk Way Rally.

Main number of State Recording: 1107799025696

Fiscal identification number: 7702372838





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