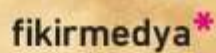
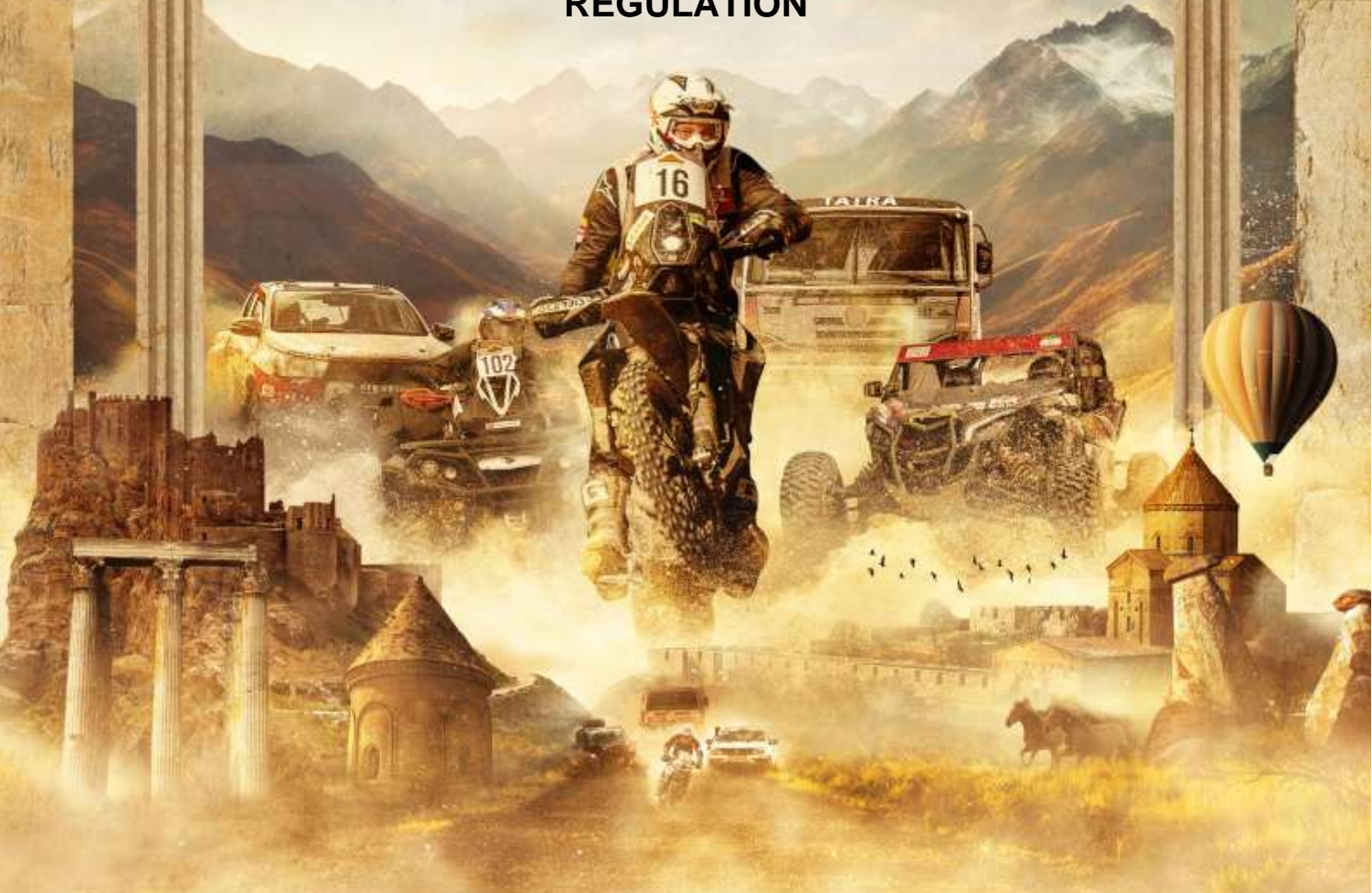




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YEAR

TransAnatolia Rally Raid  
31 August – 7 September

RALLY (BIKES, QUAD)  
REGULATION



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## A1. INTRO

Name of the Event: TransAnatolia Rally Raid  
Dates: 31 August - 7 September 2024  
FIM IMN: 36/371

### A1.1. Regulation

TransAnatolia is a rally-raid event which will be organized between 31 August - 7 September 2024 on the unique route of Mersin to Van.

Modifications, amendments and/or changes to these Supplementary Regulations will be announced only by numbered and dated bulletins which are issued by the Clerk of the Course.

Additional information will be published on the official website of the event at [www.transanatolia.com](http://www.transanatolia.com).

### A1.2. Route

TransAnatolia is a rally-raid event with the international status where 4x4 and 6x6 all-terrain vehicles along with vehicles modified for desert races called buggy or SSV, and motorcycles can compete together but evaluated under respective categories.

### A1.3. Totals of the Event

Number of Legs	7	
Number of Selective Sections	TBA	
Selective Section	TBA	km
Liaison	TBA	km
Total	TBA	km

### A1.4. Average Altitude

Road Section	TBA	m
Selective Section	TBA	m
Average Altitude	TBA	m

### A1.5. Terrain (Selective Sections)

Gravel	98%
Other surfaces	2%

## A2. ORGANIZATION

### A2.1. Organiser's Name, Address and Contact Details

Organizer: Anadolu Spor Organizasyonları Kulübü (ASOK)  
Representative: Orhan Çelen  
Address: Göksu Evleri, Ihlamur Cad. Göztepe Mah. A17/A Villa 65 Anadoluhisarı İstanbul – TÜRKİYE  
Phone: +90 (216) 465 13 22  
Fas: +90 (216) 465 03 26  
E-mail: info@transanatolia.com  
Web: www.transanatolia.com

### A2.2. Organizing Committee

ASOK President: Mr. Orhan ÇELEN  
Clerk of the Course: Mr. Murat DÜRÜSTKAN  
Deputy Clerk of the Course: Prof. Zati VATANSEVER  
Chief Safety Officer: Mr. Erol KARAÖZ  
Secretary of the Organizer: Ms. Gizem AKMAN

### A2.3. Officials

	Name Surname
Clerk of the Course	Mr. Murat DÜRÜSTKAN
Deputy Clerk of the Course:	Mr. Prof. Dr. Zati VATANSEVER
Assistant Clerk of the Course Responsible for Marshals	Mr. S. Eray COŞKUN
Secretary General	Mr. Serkan ÇULHA
Chief Safety Officer	Mr. Erol KARAÖZ
Tracking System Officer	Mr. Ivan STOILOV
Scrutineer	To be assigned by the Turkish Motorcycle Federation
Chief Medical Officer	Mr. Dr. Ramazan SABIRLI
First Intervention Officer	Mr. Sezer SAYKAL
Secretary to the Stewards	Ms. Berna KANTIK
Competitors Relations Officer	Ms. Elif TANCA Mr. Yiğit TOP
Results Officer	Mr. Burak Emre GEÇER
Bivouac Coordinator	Mr. Tolga KIRAZ
Media Coordinator	Mr. Gökhan BAŞIPLIKÇI
Bivouac Coordinator	Mr. Levent GÜL
Stage Commanders	Mr. Şahin ÖZEN Mr. Bekir BAYIR
Radio Coordinator	Mr. Hasan OFLAZ

### A2.4. Location of the Headquarter (HQ) and Contact Details

HQ: Bivouac – Bus (Motorhome) / HQ Room in the Hotels  
Phone: +90 538 441 58 20  
E-mail: info@transanatolia.com

HQ Working Hours: TBA.  
Official Notice Board (ONB) 30 August - 7 September 2024  
Digital Notice Board (DNB) 15 April - 7 September 2024  
HQ + Sportity App  
[www.transanatolia.com](http://www.transanatolia.com)

### A3. PROGRAMME

1 February 2024	Opening date for entries
	Opening date for entries with reduced pricing
31 May 2024	Ending of 2nd reduced entry term
30 July 2024	Ending of media accreditation
15 August 2024	17:00 Closing date for entries
28 August 2024	Publication of the entry list
30 August 2024	12:00 Administrative checks begin (On appointment)
	12:00 Scrutineering begins (On appointment)
31 August 2024	08:00 Administrative checks begin (On appointment)
	08:00 Scrutineering begins (On appointment)
	16:00 Parc Ferme (For all vehicles by latest)
	16:15 Briefing
	18:05 1st leg Ceremonial Start
	18:15 Qualifying Stage
1 September 2024	08:00 2nd leg Mersin -
2 September 2024	07:00 3rd leg -
3 September 2024	07:00 4th leg -
4 September 2024	09:00 5th leg -
5 September 2024	10:00 6th leg: -
6 September 2024	07:00 7th leg: -
7 September 2024	07:00 8th leg: - Van Finish Ceremony

### **A3.1. Documentation**

The road book for the next leg will be distributed at the end of each day by replacing the ending leg's at the Bivouac entrance.

Results are published at 20:00 on the notice board.

Start list for the next leg will be published at the end of the day on the notice board.

### **A3.2. Briefing**

Event officials will organize a briefing before the start of the first leg. Time and location of this briefing will be announced later. The presence of at least one member of each crew is compulsory (signature) on pain of a penalty of **€100.00**.

During the rally, a briefing will be held the night before each Leg, in the Bivouac or in the hotel in a designated location. Briefing will be held daily at 21.00. The presence of at least one member of each crew is compulsory (signature) on pain of a penalty of **€25.00**.

Announcements concerning safety or changes in the roadbook will be published in the notice board by the Clerk of the Course in the form of signed and numbered documents before the briefing, or by latest at the end of the briefing. Competitors are responsible for the recovery of information given by organisers.

## **A4. DEFINITIONS**

### **Bulletin**

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

### **ASN**

National Sporting Authority duly recognized by the FIA or FIM.

### **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 **A10.10** of the regulations.

### **Bivouac**

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 event, whose access is exclusively and uniquely for persons who have been accredited by the organisation, as well as representatives of authorities.

### **Briefing**

Organizers' official notifications and warnings will be made at the briefings to be held at the end of each leg, except otherwise specified. (A briefing will be held before the event, where the event specific matters and regulations in general will be outlined.)

### **Time Card**

A card intended for the entry of times, recorded at the different control points, scheduled on the itinerary, signed when necessary.

### **TC (Time Control - CH)**

Marshal posts where time controls are carried out. Refer to **A10.8**

### **Communication / Information Note**

Communication: Official informative document published by the Clerk of the Course, posted on the notice board at the competitors' disposal, against compulsory signature.

Information Note: Document published by the organisers, posted on notice board and at the competitors' disposal.

### **Competitor**

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

### **Disqualification**

Disqualification means that a person or persons may not continue to participate in a Competition. This decision is immediately enforceable and terminates the insurance policy for the competitor concerned.

### **Duration of the 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 Clerk of the Course;
- End of the post event scrutineering, if it is in place
- End of the prize-giving.

### **Crew**

The crew consists of persons competing on the vehicle.

### **Leg**

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

### **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 point.

### **SZ (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.

### **FZ**

End of a speed control zone marked by WPE.

### **Speed Control Zone**

When Geotraq tracking device is in operation a signal is generated in every 90 meters. Each infringement exceeding the maximum speed allowed in one and the same speed control zone, defined by a SZ and an FZ will be recorded. In case of a repeated offense during the event, the 3rd infringement (in 3 different zones) will result, for all competitors, in penalties that may go as far as disqualification, depending on the excess speed noted.

### **Neutralization**

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.

### **Officials**

Clerk of the Course and all the other persons working under the supervision of the Clerk of the Course.

### **Parc Ferme**

Area in which no service, preparation, presence nor intervention is possible, except in the case of art. **A10.10**.

### **Route**

Defined by the road book, checked by the crew of the road opening car. The route is divided into legs consisting of one or more selective sections linked by road sections (liaisons).

### **Headquarters (Race Control - HQ)**

Race control (sports and safety), coordination and management of interventions. Working hours of the HQ is published in the programme.

### **Disqualification from a Selective Section**

It means selective sections which aren't completed (started or finished) are included in the standings by adding the relevant penalties depending on the pro times of the stages.

### **Leg Penalty**

Time penalty to be added to the competitors' results at the end of the day who didn't complete a leg or any stage within the leg.

### **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 or a liaison.

### **Regrouping**

- 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 competing. The regrouping time may vary according to the crews.
- b) The new start will be given according to the order of arrival at the entrance of the regrouping Time Control. Start times will be given according to the start list intervals and order, if necessary.

### **Road Book**

Each crew will be given a road book, in the size of A5 or roll for bike usage, 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.

### **Road Section (Liaison)**

Section of itinerary with a target time between two successive Time Controls where national traffic laws are enforced.

### **Transfer Section**

Section of itinerary with a target time between two successive parts of a Selective Section where national traffic laws are enforced.

### **Selective Section**

Speed test in real time. Selective Sections may be run over a course exclusively reserved for the competitors however competitors should mind that TransAnatolia is an open road event. Starts of Selective Sections are preceded by or twinned with a Time Control and followed by a Flying Finish after the Stop.

### **Qualifying Stage**

There might be a qualifying stage. In case, it'll be run to determine the start order for the following Leg. It counts for the classification.

For the Qualifying Stage, timing will be taken to the tenth of a second. If the event is timed to the second, the tenths of a second are rounded down to the nearest second once the starting positions for the following Leg have been determined.

### **Running of the Qualifying Stage**

- The organisation of a Qualifying Stage (QS) is optional.
- It's mandatory to start the Qualifying Stage.
- Starting order of the QS will be determined with respect to the classes of the competing vehicles. CoC can suggest amendments on the starting order if necessary and suggests it to the Stewards.
- This stage is considered as the first selective stage of the event.
- In case the QA cannot be run, CoC determines the starting order and suggests it to the Stewards.
- It is to be run with a minimum length of 2 km and a maximum length of 20 km. Only one Qualifying Stage may be organised.

### **Estimated Time**

Time estimated by the Organiser to cover a Selective Section.

Competitors failing to reach the Flying Finish point of a stage within the estimated time will be disqualified from the respective stage. Estimated times will be indicated in the itinerary and time cards.

### **Target Time**

Each Road Section or the distance from one Start to the next Time Control will be covered within the given target time, which the competitors must imperatively respect.

Any crew arriving earlier or later than the target time on the Time Control will incur a penalty given to each minute.

### **Maximum time allowed**

It is calculated for each Time Control point by adding 30 minutes to the Target Time of that point.

### **Closing Time**

It is calculated for each Time Control point by adding 30 minutes to the Target Time of the last competitor started the stage. When this time arrives Time Control points on the stage will be closed.

Closing times for Flying Finish and Stop points are calculated based on the start time of the last competitor by adding the target time.

### **Real Time**

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

### **Vehicle**

Any bike, quad, SSV, 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.

### **Waypoint (WP)**

A waypoint is a geographical point defined by coordinates of latitude and longitude. There are different types of waypoints: WPV, WPM, WPE, WPS, etc. Each waypoint noted on the road book is a compulsory passage point to be validated.



**WPE (Eclipse waypoint)**

A waypoint which becomes completely visible on the NAV-GPS once the previous one in the chronological order has been validated, whatever the distance between the previous one and the WPE may be.

**WPN (Navigation waypoint)**

Waypoint memorised in the GPS and is used to prevent crews from avoiding challenging routes (e.g. dunes) or navigation difficulties. The GPS directs the crews towards this point only once they have come within the opening radius of it. The time penalties for missing a WPN is four times higher than for the other navigation waypoints.

**WPM (Masked waypoint)**

This is a standard waypoint to be used to check that the navigation instructions are being correctly followed by the crews. The NAV-GPS directs the competitor towards this point only once he has come within the opening radius of it.

**WPS (Safety waypoint)**

A waypoint used to ensure competitors' safety. It can be linked to a danger (!!!), crossings of roads, pipelines, railways, cliffs, etc.

**WPC (Control waypoint)**

A WPC is a waypoint to check that the Road book has been respected, without any navigation information being supplied by the GPS.

**WPP (Waypoint precise)**

A WPP is a waypoint to check that the Road book has been precisely respected on tracks. A WPP cannot be used off-road/track. In Safety Type B selective sections, each Road Book box will be considered as a WPP if not already defined as another waypoint type.

**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.

**PC (Passage Control)**

A control zone to check competitors being on track or to control a section of the route.

**A5. REGISTRATION****A5.1. Registration Dates**

Entries can be submitted at a reduced fee between 15 February 2024 and 31 May 2024. Normal entry fee is applied afterwards until 15 August 2024, closing date of the entries. Registration closes on 15 August 2024 at 17:00 (GMT+3).

Organizers will accept a limited number of entries not to cause issues on the running of the event. Entries submitted afterwards will be evaluated and the organizers hold the right to refuse sthe entries.

**A5.2. Registration Procedure**

Competitors willing to submit their entries must fill the online form available at [register.transanatolia.com](https://register.transanatolia.com) website with the driver's, co-driver's, assistance and vehicle details.

Original entry form must be delivered to the organization during the administrative check.

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

Drivers must hold a **Sporting License** valid for 2024. Licensees should be presented by latest administrative check.

Sending the payment receipts for the registration fee and the insurance to [info@transanatolia.com](mailto:info@transanatolia.com) is imperative for each competitor. Entry will be taken into account only once the payment is received. Entries missing the payments would be disregarded.

The Organizing Committee reserves the right to refuse the entry of a rider or a competitor, according to their specific selection criteria.

During administrative checks, each participant will have to sign a "commitment contract", on which they undertake to:

- abide by the current regulations,
- abide by the laws in force in the Republic of Turkey,

- guarantee the accuracy of the information given on vehicles and crews,
- present at any time their 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 TransAnatolia. 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 including the Bulletins. Each participant is aware of the responsibilities that any breach of those rules could entail.

More information about the registration procedures can be requested from the Competitors Relations Officer. Documents to be presented during the administrative check are listed on **Art. A8.1**

### A5.3. Eligible Vehicles

#### A5.3.1. Groups

- **Group B:** Bikes suitable for off-road usage.
- **Group Q:** 4x2 and 4x4 ATV type quads.

#### A5.3.2. Classes

Group	Class	Vehicle
<b>B</b>	B1	Bike up to 450cc mono cylinder
	B2	Bike above 451cc mono cylinder
	B3A	Bike up to 650cc multi cylinder
	B3B	Bike between 651cc-1000cc multi cylinder
	B4	Bike above 1001cc multi cylinder
<b>Q</b>	Q1	4X2 Quads
	Q2	4x4 Quads

### A5.4. Entry Fee and Other Services

#### A5.4.1. Details of the Fees

Fee/Payment Type	February - March	April - May	June - July
<b>Moto / Quad Rally</b>	2,850.00 €	3,100.00 €	3,300.00 €
<b>Moto / Quad Raid</b>	2.700,00 €	2.950,00 €	3.150,00 €
<b>Extra Person / Mechanic</b>	1.200,00 €	1.500,00 €	1.700,00 €
<b>Assistance Vehicle (Car or Caravan) + Driver</b>	1.400,00 €	1.700,00 €	1.900,00 €
<b>Assistance Vehicle (Truck &lt; 3500 Kg) + Driver</b>	1.500,00 €	1.800,00 €	2.000,00 €
<b>Assistance Vehicle (Truck &gt; 3500 Kg) + Driver</b>	1.600,00 €	1.900,00 €	2.100,00 €
<b>Guest (With Own Car)</b>	1,300 €	1,600 €	1,800 €
<b>Guest (Including Transfer)</b>	1,500 €	1,800 €	2,000 €
<b>Geotraq System Rental Fee</b>			300.00 €
<b>Geotraq System Deposit</b>			1.000.00 €

#### Entry Fee Includes:

- Hotel accommodation (breakfast + dinner) in double rooms
- Bivouac accommodation (breakfast + dinner + hot showers + toilets) (on your tent or caravan)
- Documents
- Road books + GPS points
- Public Liability insurance
- Rescue interventions in emergencies
- Water supply
- Value added tax

- Transportation of damaged vehicles or vehicles with mechanical issues to the nearest main road if the capacity of the rescue team allows it

#### **Entry Fee Excludes:**

- Transfer to/from the starting/finish point
- Compulsory traffic insurance
- Personal health insurance
- Fuel
- Assistance
- Hotel accommodation costs for bivouac nights or camping equipment and installation and transportation of those
- Single room fee
- Early check-in or late checkout from the hotel
- Airport transfer
- Tracking system and its installation
- Tracking system deposit (to be refunded after the delivery of the equipment without damage)

#### **A5.4.2. Payment Information**

Entry fee must be paid with wire transfer. Payment receipt must be presented with the entry form. All entry fees must be paid by bank transfer, to the following bank accounts.

##### **Euro Account**

**Bank:** DenizBank A.Ş.  
**Branch:** Kavacak, İstanbul  
**Beneficiary:** TransAnatolia Spor Organizasyonları Ltd. Şti.  
**IBAN:** **TR48 0013 4000 0600 0846 4000 03**  
**Swift:** DENITRIS241

##### **Turkish Lira Account**

**Bank:** DenizBank A.Ş.  
**Branch:** Kavacak, İstanbul  
**Beneficiary:** TransAnatolia Spor Organizasyonları Ltd. Şti.  
**IBAN:** **TR05 0013 4000 0600 0846 4000 01**

- Entry fee must be paid in full by latest the closing date of the entries. Entries not accompanied by a payment will be refused.
- Any bank charges incurred must be paid by the entrants in addition to the entry fees.
- A copy of the proof of payment must be presented in the administrative check.
- Please ensure that the reference number obtained from the registration system is included as a reference on all bank transfers.

#### **A5.4.3. Cancellation and Refund**

Entry fee will be refunded in full

- to candidates whose entry has not been accepted.
- if the event is cancelled.

In the case if a competitor withdraws their entry before the closing date of the entries, 50% of the entry fee will be refunded. If the event will be postponed the organizers will immediately inform each competitor about the new dates and the programme. Competitors who can't compete in the new dates can apply for a refund within 5 days after receiving the postponement notification. 50% of the entry fee will be refunded to those if their request is accepted.

If the event is postponed due to a force-majeure situation, the organizer makes a refund payment programme in 1 calendar year or offers those competitors entry to the next event.

In the case of a serious problem, justified by medical opinion (original document), the partial repayment can be made if the organizer accepts the conditions stated by the competitor.

Crews refused a start due to failure to pass the pre-event scrutineering will not be eligible for refunds. This applies to the crews which decide to withdraw after the scrutineering.

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

If the entry is withdrawn less than a month to the start date of the event there will be no refund

## **A6. INSURANCE**

### **A6.1. Compulsory Traffic Insurance**

In accordance with the laws in force in the Republic of Turkey each competitor must hold a valid traffic insurance policy. If a competitor is participating in the event with a vehicle registered in a foreign country scope of the insurance must cover Turkey in accordance with the current regulations in force.

Each competitor must present the insurance policy during the Administrative Check.

### **A6.2. Civil Liability Insurance**

Entry fee includes civil liability insurance in accordance with the laws in force in the Republic of Turkiye.

Competitors, drivers and vehicle owners waive their rights to file a claim against the organizer for damages that may occur by submitting and entry.

Policy's validity begins with the start of the event and only covers Prologue, Spectators' Special Stage, Selective Sections. Validity of the policy terminates when the event finishes or halts.

Assistance vehicles, even those bearing special plates issued by the organizers, may never be considered as official participants in the rally. They are therefore not covered by the insurance policy of the rally and remain the sole responsibility of their owner.

In liaisons (sections other than the selective sections) race vehicles' own insurance policies are valid and the organizers has no responsibility.

#### **A6.2.1. Limits of the Insurance Policy**

Only damage caused to third parties by the competitors are covered in accordance with the 2nd article of the 2024 TOSFED Supplementary Prescriptions by the Organization's insurance policy.

Validity of the policy begins with the start of the event and terminates at the end of the event or when the crew retires.

<b>Limits</b>	
<b>Material Damage per Vehicle</b>	₺200,000.00
<b>Material Damage per Incident</b>	₺400,000.00
<b>Physical Damage per Person</b>	₺1,800,000.00
<b>Physical Damage per Incident</b>	₺9,000,000.00

## **A7. ADVERTISING**

### **A7.1. Restrictions**

According to the laws in force in the Republic of Turkey advertising of tobacco products and alcoholic beverages are forbidden. Provisions of this law applies to the assistance vehicles and team clothing.

Competitors can affix any advertising on their vehicle if it is:

- It does not interfere with the crew's vision through the windows,
- Allowed by the Turkish legislation,
- Is not contrary to good morals and customs,
- It does not express either a religious and/or political opinion.

### **A7.2. Organizer's Compulsory Plates**

Organizers will issue a set of 1 rally plate, 2 number plates to each crew.

Rally plate and the competition numbers must be affixed to the vehicle during the event according to this regulation. Vehicle's registration plate must not be covered.

### A7.2.1. Dimensions of the Compulsory Plates

For Bikes and Quads

2 Side Plates	: 30 cm (width) x 20 cm (height)
1 Front Plate	: 19 cm (width) x 18 cm (height)

Rally plate must be positioned legibly in a visible position during the whole event. They must be fixed at the front, without covering, 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.

Competitors are responsible for affixing the number panels neatly and visibly without modifying them.

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 fee.

Names of the drivers and their blood types, plus their national flags 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, equivalent to 10% of the entry fee.

### A7.3. Organizer's Advertising

Sponsors' stickers should be affixed to the car along with rally plate and number plates before the scrutineering. It is competitors' responsibility to keep those panels visible during the event.

Plates and advertising stickers cannot be cut into pieces. They should be affixed as they were delivered and according to the scheme given during the administrative check.

#### A7.3.1. Dimensions of Advertising Panels

For Bikes and Quads

2 side panels	: 30 cm (width) x 20 cm (height)
1 front panel	: 19 cm (width) x 18 cm (height)

If compulsory advertising is absent or wrongly affixed, a penalty of **10%** of the entry fee per person will be incurred for the first offense, and **20%** of the entry fee for each repeated offense.

### A7.4. Number Panels and Advertising Scheme

1. Number panels to be affixed left and right sides of the vehicle
2. Competition numbers to be affixed to the windshield and the rear window
3. Optional advertising panels to be placed next to the number panels

Competitors refusing organizer's advertising must pay **€1,000.00**.

List of the organizers' compulsory advertising will be announced with a bulletin.



### A7.5. Rally Plate and Number Panels Colours

In order to 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 raid vehicles will be blue
- the plates for organisation vehicles will be red

### A8. ADMINISTRATIVE CHECK

Competitors submitted their entry must be ready with all of the team members at the time stated in the programme or at the time they received from the organizers. Competitors failing to complete the administrative check will not be allowed to start.

Competitors and crews will receive a convocation stating the day and exact time at which they must present

themselves at 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 **€50.00**.

#### **A8.1. Documents to be Submitted During the Administrative Checks**

- Signed copy of the entry form,
- Payment receipt,
- Sportive licences and start permissions,
- Drivers' licences,
- Copy of the vehicle's registration documents,
- Copy of the traffic insurance policy,
- If the vehicle is owned by someone else other than the drivers, car owner's authorization,
- List of the mechanics (1 Service Plate and 2 Mechanic badges will be handed).

**Competitors must present only valid documents.**

**If they fail to provide valid documents, they will not be allowed to start the event.**

**Originals must be presented; copies or modified documents would be refused.**

**Competitors attempting to present manipulated documents would be excluded from the event.**

#### **A9. SCRUTINEERING**

Vehicles entered to the event must be present in the scrutineering at the time stated in the programme.

On leaving administrative checks, competitors and crews will receive a convocation time for scrutineering. Right after exiting administrative checks, they must proceed to scrutineering.

Lateness for scrutineering will be sanctioned with a cash penalty of **€50.00**.

Competitors or their representative must present vehicle(s) and their documents along with drivers' FIM approved equipment. A team member can take the vehicle(s) to the Parc Ferme after the Scrutineering.

Competitors who fail to complete scrutineering within the interval specified in the programme will not be allowed to start the event unless there is a force majeure reason accepted by the Clerk of the Course.

Competitor, whose force major is approved, must bring their vehicle to the Scrutineering no later than 1 hour before the Parc Ferme opening time. In this case, no lateness penalty to the Parck Ferme will be issued.

Competitor stating a force major must pay **€200.00** during administrative checks. If there's no payment accompanying the force major, the competitor will not be given start.

Vehicles must present themselves at scrutineering with the mounting brackets, cables and aerials of the tracking equipment already fitted; ready to receive the Geotraq device. Geotraq must be connected directly to the battery (the presence of a fuse is compulsory) so that they function permanently, even when the engine is stopped or when the circuit breaker is activated.

Vehicles must be presented to scrutineering with plates and panels properly affixed on the vehicles according to articles **Refer to. A7.4**. The good positioning of these plates / panels will be checked before scrutineering. In the event of a noted irregularity, competitors must bring their vehicle into compliance to pass the scrutineering.

Vehicles must be presented to scrutineering ready to race.

All vehicles which appear not to conform, or are not adapted to rally norms, during scrutineering may be given extra time (not exceeding a certain limit) with the decision of the Clerk of the Course. Even after this time if the vehicle can't complete the Scrutineering their start will be refused.

The technical control officer may refuse the start of vehicles that they do not appear safe because of modifications or excessive corrosion.

Competitors are responsible for the compliance of the modifications they made in their vehicles.

Competitors must fill the scrutineering form delivered at the Administrative Check. All the fields on the form dedicated for competitor should be filled and the form must be signed.

If, during the Scrutineering, it is determined by the scrutineers that a vehicle does not comply with the group it has declared, the competitor competes in the class that they belong to and this change is indicated in the final start list.

The organization may setup unannounced scrutineering points during the event to determine whether the crews have

changed or not and to check the compliance of the vehicles with the regulations.

Competitors and crews are responsible for ensuring the technical conformity of the vehicle during the event.

If the vehicles are sealed during the scrutineering, the competitors will ensure that these seals remain on the vehicle throughout the event. If a missing seal is detected during the event, relevant competitor will be disqualified from the event.

#### **A9.1. Technical Specifications, Drivers' Equipment and Safety Devices**

##### **A9.1.1. Technical Specifications for Group B and Q**

**No homologation is required for Group B and Q vehicles.**

For these vehicles,

- Headlights and taillights must be in working order.
- Each vehicle must have a starter mechanism or a cranking motor
- It is recommended to have a tripmaster for Group B and Group Q vehicles. Roll type road book will be given.
- The handlebar ends must be covered with a protective material. Repaired, welded or heat-fixed handlebars are not accepted.
- The brake levers should have round ends and each lever should be connected with a single link.
- Kickstands for motorcycles must be at least 8 mm thick. The foot pedals can be foldable but should unfold when released.
- There must be two working brake systems that control the front and rear wheels separately.
- Front and rear mudflaps are mandatory. The front mudflap must cover the front tire at least for 100 degrees.
- Front and rear tire sizes aren't restricted. Mass production tires with a tread thickness (profile) of at least 3mm are allowed. The use of nails, chains and all kinds of anti-slip materials is prohibited.
- Gasoline sold at gas stations in Turkey can be used. It is necessary to have a fuel tank with a range of at least 180 kilometers. Vehicles with fuel leakage will fail at the scrutineering.
- During the event, a smaller plastic copy of the traffic registration plate, can be used.
- A fixed exhaust system and muffler are mandatory in every vehicle.

##### **A9.1.2. Riders' Equipment**

All competitors are obliged to wear the equipment marked in **dark colour** in the table below throughout the event. Usage of the other equipment is recommended.

	<b>Bike-Quad</b>
<b>Helmet</b>	FIM approved *1
<b>Goggle</b>	Enduro
<b>Glove</b>	Mandatory
<b>Overalls</b>	FIM approved endure type *2
<b>Hans / Neck support</b>	Unrestricted
<b>Underwears</b>	Unrestricted
<b>Shoes</b>	FIM approved boots with knee support
<b>Rainjacket</b>	Unrestricted

\*1 Rider's full name and blood type must be written in a single line at the nape of the helmet, with a line height of 2 cm, written in black on a white background and in Arial characters.

\*2 Usage of overalls with airbag are suggested. Such overalls will become mandatory in 2025.

### A9.1.3. Safety Equipment

It is mandatory to have the safety equipment marked with dark colour in the table below. These equipment would be checked in the pre-event scrutineering and also randomly by the officials before the start of a selective section.

Equipment should be fixed in an accessible location inside the car for ease of use and controls. If the safety equipment is missing during the pre-start controls; the crew will be given a set time to fix the deficiencies. If they fail to do so their start would be refused.

SAFETY EQUIPMENT TABLE	
	<b>Bike - Quad</b>
Reflective Vest	Recommended
Flashing Torch (Safety Light)	Recommended
Emergency Blanket	1 Piece
Towing Belt / Strap * <sup>1</sup>	Recommended
U Lock / Ringbolt	Recommended
Lighter	1 Piece
Beverage (Alcohol free) / CamelBak	2 Litre
Flare	2 Pieces
Head Lamp and Batteries	1 Piece
Survival Food Supplies	Min. 1000 Kcal
Clean Water Reserve	Recommended
Compass	Recommended
First Intervention Kit * <sup>3</sup>	1 Piece

\*<sup>1</sup> Towing Belt / Strap must be flexible, with a minimum length of 4 meters, capable of pulling 3 times the weight of the vehicle. Usage of metal ropes are strictly prohibited.

\*<sup>2</sup> Refer to the content of the first intervention kit **Annex 5. First Intervention Kit.**

## A10. RUNNING OF THE EVENT

Despite all the measures taken by the organization to close the selective sections with the support of governmental forces, TransAnatolia is an open road road off-road event. Competitors should be aware that they may encounter other vehicles inside the selective sections.

### A10.1. Crews

Competitors in Group B and Group Q forms 1 crew.

The withdrawal of a member of the crew or the admission of a third party on board (except transporting someone injured) will lead to the exclusion from the race.

During a Leg, transportation by land, water or by air of at least one member of the crew or the vehicle by the Organisers or by a third party will entail the disqualification from the leg for the crew concerned.

### A10.2. Race Numbers, Start Intervals and Start Order

#### A10.2.1. Race Numbers

Race numbers will be allocated depending on the groups.

- Grup B 1 – 100
- Grup Q 101 – 200
- FIA Classes 201 – 300
- ASN Classes 301 – 600

Race numbers will be assigned on the basis of the following criteria:

- Finishing positions in world renowned cross-country events.
- Finishing positions in previous TransAnatolia Rally Raid, Rally Halikarnassos, Rally Antiphellos and Baja Anatolia events or in other international cross-country events
- Top 10 finishes in previous season's baja events
- Results from other motorsport events
- Sporting or media notoriety of a driver and/or team
- Drivers without experience



### **A10.2.2. Start Intervals**

Motorbikes will start in front of other Groups. Quads, Group T, Group TH and Class T5 order will be followed.

Start intervals between bikes and quads will be kept.

There will be

- 10 minutes interval between the last quad and the first Group T vehicle,
- 5 minutes interval between Group T1-T4 and Group TH-SSV,
- 10 minutes interval between Group T5 and and Group TH's last vehicle.

Bikes, Group T and Group TH's first 10 competitors will have 2 minutes interval, the rest will have 1-minute interval.

### **A10.2.3. Start Order**

Start list for the Qualifying Stage would be based on the race numbers.

Start list for the next leg is prepared based on the previous leg's standings and can be altered by the Clerk of the Course if necessary.

Clerk of the Course can even alter the first leg's start list depending on a crew's vehicle or a driver's experience.

### **A10.3. Time Card**

At the start of each Leg, crews will be given a Time Card. It is obligatory to present the Time Card at all time control, start and stop points for the necessary procedures to be carried out.

A 10-minute time penalty will be given for each control point if the Time Card is lost or worn so it cannot be used.

It is forbidden to fill the parts other than the areas reserved for the use of the competitors on the Time Cards, except by the Marshals. Otherwise, the competitor / crew will receive penalties up to disqualification.

Time Cards must be handed at the end of the Leg on entrance to bivouac / service area.

Each crew is only responsible for their own Time Card.

### **A10.4. Start and Finish Ceremonies**

Participation in the ceremonies is obligatory for all competitors, except for those with valid force majeure reason duly accepted by the Clerk of the Course.

Drivers must wear racing overalls during the ceremony.

Time Cards will not be used in the pre-start holding area.

The instructions of the organizers and Marshals must be followed.

There will be a holding area before the ceremonial. The exact schedule to enter the holding area will be published by means of a bulletin. Any delay at the entrance of the holding area will result in the following penalties:

1 - 15 minutes      **€50.00**

16 - 30 minutes    **€100.00**

30 minutes or more Clerk of the Course's decision.

Vehicles must be driven by one of the drivers or by a team representative to the ceremonial start holding area where any kind of service or re-fuelling is forbidden.

The holding area will be under vigilance. Access to the holding area is limited to team members and media representatives with appropriate identification.

### **A10.5. Qualifying Stage Start Procedure**

Before the Qualifying Stage, team members can bring the vehicle to the Pre-Start Holding Area. All competitors must bring their vehicles to this area at the latest 30 minutes before the start time of the first vehicle. Crews that are more than 30 minutes late will be reported to the Stewards.

Any competitor who, having started the Qualifying Stage fails to complete it as required by the regulations, will be given a place at the end of the Start List, in front of competitors who failed to start the stage. Order in between those will be based on 10.2.3.

Clerk of the Course may even alter the first Start List based on the vehicle or experience.

#### **A10.6. Finish Procedure**

At the end of the event, in order for a crew to be included in the general standings and in its group classification, it must not have been penalized for more than 3 days and reach the finish point of the event by its own means. Finish point of the event will be indicated on the Itinerary.

#### **A10.7. Liaison**

Liaisons are the connection stages between the camp and the selective section or two selective sections. It is necessary to reach the next time control point at the target time.

Only competitors who complete their check-in before the Time Control point closes can start the stage.

Competitors who fail to enter the Selective Section must proceed to the next time control point.

For safety reasons, the route specified in the road book must be followed. If a competitor is to leave the road book for valid reasons, they must obtain approval from the safety officer or the Clerk of the Course. If it is determined by the satellite tracking system that the route is abandoned without permission, a penalty is applied.

#### **A10.8. Time Control Point Procedures**

All time controls, passage controls, selective section starts, and re-grouping areas will be clearly marked with rally signs in accordance with the FIA standards. Please refer to **Annex 6 Control Point Signs** for the signage.

- Crews must present their time cards before their target check-in time. Example: If a competitor whose target check-in time is 17:58 checks-in between 17:58:00 and 17:58:59, they will be deemed to have checked-in on time.
- Maximum lateness to a time control point cannot exceed 30 minutes. A crew who is more than 30 minutes late will not be allowed to start.
- **Early check-in to service area (re-grouping) is permitted.** Maximum lateness to service park time control point cannot exceed 30 minutes.
- For the differences between the target time and real time the following penalties will be applied:
  - **10 seconds** penalty for each minute for late arrivals.  
Lateness cannot exceed **30 minutes**. Start will be refused for the Crews exceeding the limit.
  - **60 seconds** penalty for each minute for early arrivals.
- It is forbidden to stop between Yellow FF board and the Stop point. In case of violation, penalties will be applied.
- At the Selective Section Stop points crews must have their FF times inscribed to their time cards.

#### **A10.9. Selective Sections**

Speed test in real time.

Crews fail to reach the flying finish of the selective section within the target time will be disqualified from the respective selective section.

##### **A10.9.1. Selective Section Start Procedures**

Competitor must present the time card to the marshall on time control point on time.

TC marshall adds 3 minutes to the check-in time and directs the crew to the Start point.

Crew must be ready on the Start line with all the safety measures (seat belts fastened, helmets on, satellite tracking on, etc) are taken. In addition, the continuity of these measures should be ensured while running the stage.

A yellow point is displayed 1 minute prior to the start.

First red light appears 30 seconds to the start.

When there are 5 seconds to the start 1 red light appears on the device in each second.

Once the red lights are off the crew can start.

For the second part of the selective section, instructions on the NAV-GPS will be followed.

In case of any malfunction or deficiency that may occur in the starting equipment, the start marshal will start the crew manually.

Start marshal will use a chronometer to notify the crew 1 minute before the start.  
Start marshal will notify the crew 30 seconds before the start to keep the doors shut and close the windows.  
Start marshal will display one arm; holding their hand closed in the form of a fist 10 seconds before the start.  
Start marshal will open his fingers starting from 5 seconds before the start. They will open their fingers and show every remaining second with the fingers.  
At the start moment, he will raise his arm and give the command to depart.

For false start a penalty will be applied

- 1st infringement : 1 Minute
- 2nd infringement : 3 Minutes
- 3rd infringement : 10 Minutes
- Other infringement : Decision of the Clerk of the Course

Competitors starting the stage must leave the starting area, which ends with the Beige Diagonal sign, within 1 minute. Otherwise, a penalty will be applied.

Please refer to **Annex 6 Control Point Signs** for the signage.

#### **A10.9.2. Timing in Selective Sections**

Flying finish points will be setup at selective sections and time recording will be carried out with photocells at these points. In case the photocell equipment is not working, time will be manually recorded with a stopwatch.  
Time recorded at the flying finish point will be noted on the competitor's time card at the stop point.

The time will be in the form of hours, minutes and seconds. Precision will be in seconds.

Please refer to **Annex 6 Control Point Signs** for the signage.

#### **A10.10. Service Park / Bivouac**

Early check-in to service area TC's is permitted.

A **60-minute penalty** is added to the relevant leg's time for the competitors who are more than **30 minutes** late to the service park entrance.

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.

After having checked in at the time control at the end of the leg, competitors or team members can take race vehicles out of the bivouac for refueling, cleaning, to go to a hotel or for testing with the consent from the Clerk of the Course. In that case the tracking system must be switched on, on pain of penalties to be decided upon by the Clerk of the Course. All tests must be done outside the route of selective sections.

It is obligatory to use floor coverings under the vehicles. These coverings should be at least 2m x 0.80m in size.

Competitors can change assistance personnel, provided that they notify the organization.

It is mandatory for assistance personnel to wear a badge. Personnel with a service badge will only be able to work on the vehicle inside the Service Area.

Refer to **A10.14.3.** for speed limitations inside the service area.

Please refer to **Annex 6 Control Point Signs** for the signage.

#### **A10.10.1. Service Area / Bivouac Locations**

You can access the service area/bivouac locations on Sportity App.

#### **A10.10.2. Assistance Crews and People Accompanied by Them**

Competitors are jointly and individually responsible for their assistance crews and accompanying persons.

In case of violation of the Supplementary Regulations and the use of prohibited equipment – regardless of the direct or indirect effects of this incident on the results or on the sportive operation – the Clerk of the Course will examine the incident and may impose penalties up to exclusion to the competitors directly or indirectly involved in this incident.

Competitors, team members and assistance personnel must wear wristbands and badges so they can be present in all the areas as part of the event, including the service area. If requested, team members must show their wristbands.

Crews that receive support from people who are not registered and do not have wristbands are fined from **€ 200.00** to

disqualification with the decision of the Clerk of the Course.

#### **A10.11. Rescue Intervention and Towing**

If the vehicle cannot move on its own, the consequences that may arise from the actions to take place in are as follows.

- For the crews still competing, no penalty is applied for pushing / pulling operations on the liaisons by other vehicles, rescue vehicles or assistance teams.
- Pushing and pulling operations on the route and in a way that will not disrupt the flow of the stage by the competitors who continue to race in the special stages are not penalized. There is no penalty or time improvement for the team performing the pushing or pulling operation.
- **In Selective Sections, all the operations carried out by the Rescues will be penalized with the disqualification from the selective section.** For the crew which got Rescue assistance the relevant stage is over. The crew can proceed to a time control point where they can reach within the target time or they can proceed to the service park / bivouac.

#### **A10.12. Refuelling**

##### **A10.12.1. Refuelling Zones**

For safety reasons refuelling can only be carried out in the specified areas below.

- In the area designated for refuelling inside the service park/bivouac.
- For groups **B** and **Q** in refuelling zones set up by organisers inside the Selective Sections. (They should have at least 180 km range.)
- Along liaisons on commercial stations with safety equipment in operation. (Organizers will mark approved petrol stations to the road book.)

Please refer to **Annex 6 Control Point Signs** for the signage.

##### **A10.12.2. Points to be Considered for Refuelling**

Fuel offered in the selective section will be delivered in exchange of the fuel vouchers purchased during administrative check or later at the service park. Cash or post payment isn't allowed.

In every refuelling point the engine must be stopped and the vehicle should stay over stand/lift/kickstand. Riders should stay outside the vehicle during refuelling.

Competitor must check that there are fire extinguishers before they start refuelling. During refuelling, the responsibility belongs to the competitor.

The fuel tank replacement will not be considered as a refuelling.

#### **IMPORTANT WARNING!**

ONLY standard METAL JERRYCANS may be used for refuelling.

Usage of all other materials is strictly prohibited.



Metal Jerrycan



Plastic Bottles



Quick Fill Can

Refuellings in selective sections will take the form of a 15-minute-neutralisation.

Refuelling points in selective sections will be marked in FIA standards.

On entry and exit to refuelling points there will be signboards.

Speed limit in the refuelling point is 30 km/h. The road book will contain SZ/FZ squares.

Exceeding the speed limit in the refuelling area will be considered as exceeding the speed limit in the service park. **Check**

#### **A10.14.3**

**Teams that fail to enter the neutralization area set-up for the refuelling will be disqualified from the respective Selective Section.**

Please refer to **Annex** for **Control Point Signs** for the signage.

### A10.13. Tyres

Front and rear tire sizes are not restricted. Mass production tires with a tread thickness (profile) of at least 3mm are allowed. The use of nails, chains and all kinds of anti-slip materials is prohibited.

### A10.14. Speed Zones

#### A10.14.1. Speed Limits for Liaisons

SPEED LIMITS IN THE REPUBLIC OF TURKEY				
VEHICLE TYPE	RESIDENTIAL AREA (km/s)	OUT OF RESIDENTIAL AREA		HUGHWAY (km/s)
		TWO WAY ROAD (km/s)	DUAL CARRIAGEWAY (km/s)	
Car (M1) (M1G)	50	90	110	120
Minibus (M2)	50	80	90	100
Pick-up (N1) (N1G)	50	80	85	95
Truck (N2) (N3)	50	80	85	95
Panelvan (N1)	50	85	100	110
Motobike (L3)	50	80	90	100
Bicycle	30	45	45	Not admitted
Towing	20	20	30	40

Legal speed limits apply on liaison and traffic rules must be followed. For speed violations exceeding the 10% tolerance of the legal speed limits of the highways, the following penal sanctions are applied regardless of whether they are in the defined speed limit zone or not.

Speed controls may be carried out to check conformity with the national traffic rules. In addition to that under some special cases speed restriction may be applied. These limitations will be checked randomly via GPS. Exceptions will be published in the bulletin and/or road book.

The start of the speed control zone is indicated as "SZ" and end of the speed control zone is indicated as "DZ".

The tolerance zone is set 90 metres around these points.

Any impulse recorded inside the speed zone will be penalized. For infringements

- between 1-20 km/h above the limit **30 seconds** and **€25.00**,
- between 21-40 km/h above the limit **1 minute** and **€50.00**,
- 40 km/h above the limit **10 minutes** and **€100.00**

will be fined.

The speed limit will appear 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. If GPS records are missing and speed limit violations are detected, penalties will be applied.

In the event of repeating offenses, the case can be regarded as unsporting behaviour by the Clerk of the Course. Penalties up to the disqualification from the leg may be applied.

#### A10.14.2. Speed Restriction in Selective Sections

By considering the protection level that can be ensured by the safety equipment maximum speeds for selective sections are set as follow.

GROUP	SPEED LIMIT
Bike (Rally raid)	160 km/h
Bike (Enduro bikes adapted to Rally)	130 km/h
Quad	130 km/h

It is compulsory to obey the speed limits inside the selective sections. In addition to these limits extra restrictions may be applied for the sections passing through residential areas. Crews must comply with these limits. Speed control zones will be indicated in the road book.

Speed control checks will be carried out for speed control zones without prior notice. In addition to that random checks will be carried out to determine compliance with the speed limitations. If GPS records are missing and speed limit violations are detected, penalties will be applied. Entrance to speed control zone is marked as "SZ" and the exit of the speed control zone is marked as "DZ". The tolerance zone is set 90 metres around these points.

Any impulse recorded inside the speed zone will be penalized. For infringements

- Between 1 and 5 kph: 10 seconds x the number of pulses,
- Over 6 kph: 1 minute x the number of pulses

will be fined.

First infringement will be fined with €25 per kph over the speed limit. Second infringement will be fined with €50 per kph over the speed limit.

Third infringement will incur an additional 5-minute time penalty.

Fourth infringement will be report to the Stewards.

The speed limit will appear 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. Between the entry and exit points, regardless of the route followed, competitor's speed must have decreased and reach the limits specified in the road book. If GPS records are missing and speed limit violations are detected, penalties will be applied.

In the event of repeating offenses, the case will be regarded as unsporting behaviour and will be reported to the Stewards. Penalties up to the disqualification from the leg may be applied.

#### **A10.14.3. Speed Limitation on Bivouac and Service Park**

Pedestrians have permanent priority within the bivouac/service area. The speed limit is **30 km/h**. Competitors found to be exceeding the speed limit or driving dangerously will be fined up to €1,000.00.

#### **A10.15. Way Points**

Competitors must pass through all Way Points (WP) in order.

For each WP skipped or not validated, a **15-minute** time penalty is added to the competitor's selective section time.

A competitor who skips more than 25% of the total number of WP's in a selective section will be disqualified from the respective selective section. A competitor who skips more than 40% of the total number of WP's during a leg will be disqualified from the respective leg.

The competitor who is lost in a selective section can move in the opposite direction without staying in the racing line, up to the previous road book square, to find their direction and way.

**The distance travelled in the reverse direction cannot exceed 2 km. The maximum speed in the opposite direction shall not exceed 30 km/h.**

Under these conditions, no penalty will be applied unless it endangers the competition.

A competitor who violates any of these conditions will be disqualified from the selective section.

In cases that are unsportsmanlike or that may pose a danger, the Clerk of the Course may expel the relevant competitor from the competition.

#### **A10.16. Penalties**

##### **A10.16.1. WP Penalties**

- WPE: 15 minutes
- WPN: 60 minutes
- WPM: 15 minutes
- WPS: 15 minutes
- WPC: 15 minutes
- WPP: 2 minutes
- CP: 15 minutes
- WPV: 15 minutes
- DSS: a Stage/SS Penalty

##### **A10.16.2. Leg Penalties**

It is the penalty given to the competitors to keep them in the competition in cases where they cannot be included in the classification due to a skipped time control or not validated time control point within the target time or failing to complete the selective section within the 'Target Time' specified in the itinerary. During the event, all competitors can receive a maximum of 3 days of leg penalties, excluding the last day. Participants who receive a leg penalty of more than 3 days or on

the last day will not be included in the final rankings.

Competitors who receive a leg penalty (for the relevant leg) are given the relevant time penalty, this cannot be more than once a day.

The crew can proceed to a time control point where they can reach within the target time or they can proceed to the service park / bivouac.

### **A10.16.3. Selective Section Penalties**

It is the penalty given to the competitors who did not start a selective section or did not finish a selective section within the target time or in a way required by the rules.

There is no lateness tolerance for the target time.

Stage Penalty = 10 hours + the maximum time for the Selective Section(s) + penalties for missed waypoints and missed controls (if any).

A Stage Penalty may be a maximum of 3 times the maximum time of the Selective Section(s) of that Stage.

### **A10.16.3. Payments of Cash Penalties**

Fines issued to competitors must be paid,

- To the Competitors Relations Officer or to the Clerk of the Course,
- In Euro, Dollar or Turkish Lira,
- Within 48 hours from the date of notification to the competitor,
- Within 24 hours from the date of notification to the competitor, for the 7th Leg,
- Until the prize giving time on the same day, for the 8th Leg.

### **A10.17. Selective Section Cancellations**

In case of cancellation of a selective section that has not yet been run, the next selective section, if any, will be run, otherwise the leg will end in the bivouac. Cancellation information will be communicated by competitors' relations officer, where possible, otherwise with the instruction of the Clerk of the Course at the first time control point.

If there is a blockage or closure in a selective section that has started to be run, If fifty percent or more of the competitors in general classification who started the previous stage finishes the selective section in question, the competitors who cannot finish the selective section are given the worst time among the finishers.

If less than fifty percent of the competitors in general classification who started in the previous stage finishes the stage in question, the Clerk of the Course evaluates the situation and makes a decision.

### **A10.18. Tracking system**

Geotraq is a system that enables vehicles to be tracked via satellite and is compulsory for all racing vehicles. For detailed information and operating procedures, **see the relevant Appendix.**

Throughout the event crews are responsible for the correct functioning of their device. It must be functioning and stay permanently connected, with power cables and aerial connected throughout the length of each leg.

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 Clerk of the Course.

**Any competitor whose device does not work leg will be refused the start.**

They will have 30 minutes to comply without incurring penalties. Beyond this time, penalties will be applied.

### **A10.19. Emergencies**

<b>ORGANİZASYONUN ACİL DURUM TELEFONU:</b>	<b>+90 538 441 59 04</b>	<b>(TÜRKÇE)</b>
<b>EMERGENCY NUMBER OF THE ORGANISATION:</b>	<b>+90 538 441 58 20</b>	<b>(ENGLISH, ITALIANO)</b>
<b>EMERGENCY NUMBER OF THE ORGANISATION:</b>	<b>+90 536 311 82 64</b>	<b>(FRANCAIS)</b>

In case of an emergency first an alert should be sent via Geotraq and if required **112** or **911** must be called.

Emergency phone number is written on the bracelet. Failure to wear this bracelet will result in a penalty of **10%** of the entry fee.

In the case where the bracelet becomes damaged the person must request a replacement from the competitors' relations officer, in exchange for the damaged item.

#### **A10.19.1. Incident**

In the case of an accident, causing injuries, the crew must immediately contact the HQ by any means and as soon as possible, so that the latter may send the required mean of intervention as quickly as possible.

If one of the team members is OK and can move, they should press red button to inform the HQ and the competitors around.

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 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 Clerk of the Course.

Any incident involving Competitors could be investigated by the Clerk of the Course.

Depending on the circumstances, penalties up to disqualification may applied.

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.

In the event of an accident, if only visual contact can be established, the crew who had an accident; must notify any officials or competitors approaching them of their request for assistance or their well-being as shown below.



In case the crew who had an accident moves away from the vehicle, the OK/SOS sign on their vehicle must be placed on the car that would be visible from the direction of arrival according to the road book. It must be fixed in such a way that it wouldn't change position and shape with factors like wind, etc.

**Crews failing to respect the article A10.19.1 are liable to penalties at the discretion of the Clerk of the Course with respect to the provisions of the International Sporting Code.**

#### **A10.19.2. Help to Injured**

It must be remembered that ethics requires that a crew which sees that an accident has occurred stop 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.

**Any crew which witnesses an accident placing another competitor in physical danger must in the following order:**

- stop,
- press red button for to activate the alarm function of the Geotraq, so as to inform other competitors arriving on spot,
- give the first aid (if you're capable) to the crew members and get information on their condition,
- call the HQ 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 Geotraq, to signal that they are leaving the scene.

If it is impossible to communicate with the HQ via phone, the crew arriving at the scene of the accident must activate the Geotraq of the crashed vehicle by pressing red button until the function is activated. If this cannot be done, they should end



the signal from their own device. **Under normal conditions erroneous alerts result disqualification but it is not applied if the alarm is activated for reporting another crew's accident.**

The total stopping time between the 2 signals (red for emergency and green on restarting) will be subtracted from the time taken to cover the selective section, 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 Clerk of the Course, made within a maximum of 30 minutes after finishing the day's leg.

The total stopping time can be checked and validated by the GPS tracking system.

**Crews failing to respect the article A10.19.2 are liable to penalties at the discretion of the Clerk of the Course with respect to the provisions of the International Sporting Code.**

### **A10.19.3. 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 HQ by any means and as soon as possible, so that the latter may coordinate the required mean of intervention as quickly as possible by directing the crew.

## **A11. RESTRICTIONS AND OBLIGATIONS**

### **A11.1. Devices Allowed in the Cockpit**

#### **A11.1.1. Phones**

- GSM Phones
- Smart Phones
- 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. On selective sections, only in case of problems crews must inform the HQ of their situation via Geotraq.

Telephones may be used, only outside of the vehicle, with the vehicle stopped, to signal a retirement, an accident or a breakdown. **Apart from the above-mentioned point, telephones may in no way remain switched on during the selective sections.** Random checks may be carried out. **Any infringement will lead to penalties which may go as far as disqualification.**

#### **A11.1.2. Onboard Cameras**

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.

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.**

The camera must function and remain permanently connected throughout the stage.

Onboard cameras equipped with a GPS system are prohibited.

**For security reasons, usage of helmet cameras or helmet-mounted action cameras are prohibited in all classes and groups.**

**Penalties up to disqualification may apply for violations of the use of cameras and recordings.**

#### **A11.2. Devices not Allowed Onboard**

- Touch pads / digital tablets
- 3<sup>rd</sup> party digital road book or navigational devices
- GPS watches
- Any other instrument connected to the internet
- All types of storage devices

**Anything that is not explicitly allowed is forbidden.**

No permanent aerial, 'hands-free' kit, fixed installation or pre-wiring is authorised in the vehicle, except for the GPS tracking system and on-board cameras supplied by the organisation. The installation and use of a removable antenna (Iridium and/or GPS) is strictly prohibited.

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.

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

### **A11.3. Prohibition**

It is strictly forbidden to carry and possess firearms during the organization. In case of violation of this rule, the relevant crew is expelled from the competition.

### **A11.4. Responsibilities**

All competitors, crews and guests and assistance personnel involved in the organization together with these competitors agree in advance to comply with the provisions of the supplementary regulations, the instructions and warnings of the officials, upon submitting their entry for the event.

Competitors and crews must behave with respect and courtesy both on the route and with regard to: the local population, other competitors, crews, and officials.

Any impoliteness which is proven will be subject to a penalty of **€500.00** to disqualification from the event.

#### **A11.4.1. Respecting the Environment**

#### **RESPECTING THE ENVIRONMENT IS A PRIORITY**

##### **A11.4.1.1. Waste Management**

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 **100.00 €** per tyre and/or wheel. Repeat offending will result in a **250.00 €** penalty, but it may lead to disqualification.

In Bivouacs and Service Areas it is obligatory to have ground coverings under the vehicles. Any competitor caught disobeying this rule will be get a penalty of **100.00 €** per tyre and/or wheel. Repeat offending will result in a **250.00 €** penalty, but it may lead to disqualification.

There will be barrels in the Bivouacs and Service Areas to collect the waste liquids (engine oil and all kinds of liquids and gels used in mechanical components) coming out of the vehicles. Waste liquids must be poured into these barrels. Any competitor caught disobeying this rule will be get a penalty of **100.00 €** per tyre and/or wheel. Repeat offending will result in a **250.00 €** penalty, but it may lead to disqualification.

It is forbidden to smoke and throw away rubbish/stub on the itinerary of the route and especially on the pre-start areas, Starts and Finishes of selective sections. Any infringement will lead to a penalty of **50.00 €**.

Repeat offending will result in a **100.00 €** penalty, but it may lead to disqualification.

It is forbidden to throw rubbish and light a fire outside the designated areas on the bivouac / service park. Any rubbish, waste oil etc. dumped on any other place than the ones planned by the organisers or lighting a fire without the permission from the bivouac officer will lead to a penalty of **50.00 €**. Repeat offending will result in a **250.00 €** penalty, but it may lead to disqualification.

##### **A11.4.1.2. Responsibilities for the Environmental Factors**

In agricultural or forest areas, populated zones or zones that are sensitive from an environmental or safety standpoint, the itinerary and all the boxes of the road book must be scrupulously followed. It is forbidden to 'cut' corners by crossing fields, forests, orchards or marshes. First infringement will be fined with **500.00 €** in addition to **15 minutes**. Repeating offenses may lead to penalties up to and including disqualification. In the event of damage to the cultivated land, fields, trees, etc. the offending competitor will be held responsible for all damages.

To respect the crossed areas, it is forbidden to destroy the fences' gates and barriers located along the route. First infringement will be fined with **500.00 €** in addition to **15 minutes**. Repeating offenses may lead to penalties up to and including disqualification. In case of deterioration of land, fences, barriers etc., the offending competitor shall be liable for all the induced costs.

The maximum allowable exhaust noise limit is 120 dB for Groups B and Q, and 103 dB for Groups T - TH and SSV. Vehicles that make more noise than allowed are not allowed to start. During the Scrutineering the noise level will be measured with a sonometer held at a 45° angle 50 cm away from the exhaust of the vehicle engine running at 3500rpm. Crews must ensure that the silencer is present, and the sound level does not exceed the limit during the event. At any stage of the competition, the exhaust noise level can be measured and penalties up to disqualification can be applied in case of non-compliance.

## **A12. PROTESTS - APPEALS**

Protests must be raised in written form via competitors' relations officer accompanied by the fee of **£3,410.00** in cash. If the protest requires the dismantling and re-assembly of a clearly defined part of the car (engine, transmission, handlebar, braking system, electrical installation, bodywork, etc.), the claimant must pay an additional deposit of **€ 500**.

## **A13. PRIZES AND PRIZE GIVING**

### **A13.1. Prizes**

A trophy will be given to each crew of  
top 3 finishers in the general standings of Castrol Power 1 moto category  
top 3 finishers in the generated standings  
top 3 finishers in respective classes

The awards provided by the sponsors will be presented at the prize giving ceremony as stipulated by the sponsoring organization.

### **A13.2. Specifics for the Prize Giving Ceremony**

The attendance at the finish ceremony and prize giving is compulsory for all crews and crew members must wear their approved overalls or their team jerseys.

During the prize giving ceremony, it is forbidden to invite anyone to the podium other than the relevant crews and the people who will present the awards.

It is forbidden for competitors and drivers to make out-of-competition statements during the prize giving ceremony.

The awards of the drivers who do not attend the ceremony due to an excuse are delivered to someone appointed by the competitor, outside the podium. Otherwise, the organizers will ship the prizes of the crew to the address specified in the registration form.

On the ceremony, first finishers will be presented their medals and then podium finishers will be presented their trophies.

### **A13.3. Place and Time of the Prize Giving Ceremony**

Prize giving ceremony will take place in Van's podium area on 7 September 2024 at 17:00.

## Annex 1 Itinerary

Please refer to Sportity App for the latest version of the itinerary.

DAY 1	
Service to Stage	75.90 km
<b>DSS 1A</b>	<b>118.00 km</b>
Transfer Zone	42.60 km
<b>DSS 1B</b>	<b>73.70 km</b>
Stage to Bivouac	5.36 km
Total Special Stage	191.70 km
Total Liaison	123.86 km
<b>GRAND TOTAL</b>	<b>315.56 km</b>

DAY 2	
Service to Stage	4.36 km
<b>DSS 2A</b>	<b>149.00 km</b>
Transfer Zone	50.20 km
<b>DSS 2B</b>	<b>29.30 km</b>
Stage to Bivouac	0.66 km
Total Special Stage	178.30 km
Total Liaison	55.22 km
<b>TOTAL</b>	<b>233.52 km</b>

DAY 3	
Service to Stage	80.80 km
<b>DSS 3A</b>	<b>73.30 km</b>
Transfer Zone	22.00 km
<b>DSS 3B</b>	<b>146.00 km</b>
Stage to Bivouac	63.40 km
Total Special Stage	219.30 km
Total Liaison	166.20 km
<b>TOTAL</b>	<b>385.50 km</b>

DAY 4	
Service to Stage	82.30 km
<b>DSS 4A</b>	<b>144.00 km</b>
Transfer Zone	25.00 km
<b>DSS 4B</b>	<b>34.20 km</b>
Stage to Bivouac	22.80 km
Total Special Stage	178.20 km
Total Liaison	130.10 km
<b>GRAND TOTAL</b>	<b>308.30 km</b>

DAY 5	
Service to Stage	17.30 km
<b>DSS 5A</b>	<b>104.00 km</b>
Transfer Zone	13.20 km
<b>DSS 5B</b>	<b>76.50 km</b>
Stage to Bivouac	19.00 km
<b>DSS 5C</b>	<b>38.50 km</b>
Stage to Bivouac	23.30 km
Total Special Stage	219.00 km
Total Liaison	72.80 km
<b>GRAND TOTAL</b>	<b>291.80 km</b>

DAY 6	
Service to Stage	0.10 km
<b>DSS 6A</b>	<b>27.00 km</b>
Transfer Zone	36.00 km
<b>DSS 6B</b>	<b>64.15 km</b>
Transfer Zone	165.90 km
<b>DSS 6C</b>	<b>75.00 km</b>
Stage to Bivouac	44.80 km
Total Special Stage	166.15 km
Total Liaison	246.80 km
<b>TOTAL</b>	<b>412.95 km</b>

DAY 7	
Service to Stage	10.90 km
<b>DSS 7A</b>	<b>71.90 km</b>
Transfer Zone	41.40 km
Total Special Stage	71.90 km
Total Liaison	52.30 km
<b>TOTAL</b>	<b>124.20 km</b>

GRAND TOTAL	
Total Special Stage	1224.55 km
Total Liaison	847.28 km
<b>TOTAL</b>	<b>2071.83 km</b>

## Annex 2 Information about Competitors Relationship Officers



Adı Soyadı / *Name*  
Elif TANCA

Lisan / *Languages*  
Türkçe  
English  
Italiano

Telefon / *Mobile Phone*  
+90 538 441 59 04

Mail Adresi / *E-mail adress*  
elif.tanca@transanatolia.com



Adı Soyadı / *Name*  
Yiğit TOP

Lisan / *Languages*  
Français

Telefon / *Mobile Phone*  
+90 536 311 82 64

Tarih / <i>Date</i>	Saat / <i>Time (GMT + 3)</i>	Konum / <i>Location</i>
01 July - 20 September 2024	10:00 - 18:00	p: +90 538 441 59 04
	Her zaman / <i>Anytime</i>	m: elif.tanca@transanatolia.com
31 August 2024	08:00 - 09:00	İdari Kontrol / <i>Administrative Checks</i>
	09:00 - 10:00	11:00 - 13:00
1 September 2024	09:00 - 10:00	14:00 - 15:30
	18:00	Teknik Kontrol / <i>Scrutineering</i>
2-7 September 2024	06:00 - 09:00	Seremonik Start / <i>Ceremonial Start</i>
	09:00 - 18:00	Servis Alanı / <i>Service Area</i>
	18:00 - 22:00	HQ - Mobil
8 September 2024	07:00 - 10:00	HQ - Bivouac
	10:00 - 14:00	Servis Alanı / <i>Service Area</i>
	15:00	HQ - Mobil
9 - 17 September 2024	12:00 - 18:00	Finish Seremonisi / <i>Finish Ceremony</i>
		p: +90 538 441 59 04 m: elif.tanca@transanatolia.com
18 September 2024 and afterwards	10:00 - 17:00	m: elif.tanca@transanatolia.com

### Annex 3 Table of Penalties

#	REASON	RELATED ARTICLE	CONDITION	PENALTY			Up to Disqualification
				Cash	Time	Other	
1	Missing the pre-event briefing	A3.2	İhlal	€ 100			
2	Missing the end of the leg briefings	A3.2	Each Infraction	€ 25		Warning	X
3	Missing or misappliance of number panel or advertising	A7.2.1	Each Infraction	%10 Entry Fee			
4	Missing or misappliance of advertising	A7.3.1	First Infraction Repeating Offenses	%10 Entry Fee %20 Entry Fee			
5	Missing the administrative check appointment	A8	First Infraction Zaman Aşımı	€ 50		Start Denied	
7	Presenting null and void / copied document on administrative check	A8.1				Start Denied	
8	Missing the scrutineering appointment	A9	First Infraction Time Out	€ 50		Start Denied	
9	Declaring force majeure (if it is validated)	A9		€ 200			
11	Lost or worn time card	A10.3	Each Infraction		10 Minute		
12	Being late to pre-ceremony holding area	A10.4	1-15 Minutes 16-30 Minutes 30+ Minutes	€ 50 € 100		Discretion of the CoC	X
13	Leaving the route without permission from the Clerk of the Course or the Chief Safety Officer	A10.7	Each Infraction Repeating Offenses	€ 100		Discretion of the CoC	X
14	Late check-in to TC	A10.8	Each Minute After 30 Minutes		10 Saniye	DSQ SS	
15	Early check-in to TC	A10.8	Each Minute		1 Minute		
16	Stopping between Yellow FF sign and STOP point	A10.8	First Offense Second Offense Third Offense		1 Minute 3 Minute	Discretion of the CoC	
17	Skipping the Finish (STOP) procedures	A10.8				1 hour	
18	Missing overalls or helmet inside a selective section while the vehicle is moving	A10.9.1	First Offense Second Offense Third Offense	€ 100 € 250		Discretion of the CoC	X
19	False start	A10.9.1	First Offense Second Offense Third Offense Repeating Offenses		1 Minute 3 Minutes 10 Minutes	Discretion of the CoC	

#	REASON	RELATED ARTICLE	CONDITION	PENALTY			Up to Disqualification
				Cash	Time	Other	
20	Not leaving the start area (beigne sign board) in 20 seconds	A10.9.1			2 Minute	DSQ SS	
21	Late check-in to Service Park (Bivouac)	A10.10	Up to 30 Minutes After 30 Minutes		10 Seconds for each Minute  5 hour		
22	Getting assistance out of the service park, in a road section in an area which is not designated by the organization	A10.10				DSQ Leg	
23	Getting mechanical assistance from people who doesn't have wristband and not registered as assistance personnel	A10.10.2	Each Infringement	€ 200			X
24	Rescue intervention in a selective section	A10.11				DSQ SS	
25	Missing the neutralization zone set-up for refuelling	A10.12.3				DSQ SS	
26	Missing GPS records for speed restriction zones	A10.14	Each Infringement  Repeating Offense		30 Minutes	Discretion of the CoC	X
27	Exceeding speed limit in a road section (for each pulse)	A10.14.1	Between 1-5 km/h Between 6-15 km/h Between 15-40 km/h More than 40 km/h Repeating Offenses	€ 25 € 50 € 75 € 100	10 Seconds 1 Minute 2 Minutes 5, 10, 15 Minutes	Discretion of the CoC	x
28	Exceeding the limit in speed restriction zone in a selective section (for each pulse)	A10.14.2	Between 1-5 km/h Between 6-15 km/h Third Offence Fourth Offence	€ 25 € 50	1 Minute 2 Minutes +5 Minutes	Discretion of the CoC	x
29	Not obeying the speed limit (30 km/h) in service park / bivouac	A10.14.3	Each Infringement	Up to € 1.000		Discretion of the CoC	X
30	Missing Way Point (WP)	A10.16.1	For Each WP		WPE 15 Minutes WPN 60 Minutes WPM 15 Minutes WPS 15 Minutes WPC 15 Minutes WPP 2 Minutes CP 15 Minutes WPV 15 Minutes DSS a Stage/SS Penalty ASS a Stage/SS Penalty DZ 15 Minutes FZ 15 Minutes DN/DT a Stage/ SS Penalty FN/FT a Stage/SS Penalty		
31	Not starting a selective section	A10.16.2				DSS from the SS	

#	REASON	RELATED ARTICLE	CONDITION	PENALTY			Up to Disqualification
				Cash	Cash	Cash	
32	Failing to complete the Qualifying Stage or not starting	A10.2.3	Failing to complete  Failing to start		1.5 times stage's estimated time  2 times stage's estimated time		
33	Missing GPS records	A10.18				Discretion of the CoC	X
34	Violations related to the use of cameras and recordings	A11.1.2				Discretion of the CoC	X
35	Having not allowed devices onboard	A11.2				Discretion of the CoC	X
36	Carrying and possession of firearms during the event	A11.3				DSQ	
37	Rude behavior towards population in the area, other competitors and officials	A11.4		€ 500			X
38	Leaving wheels or punctured or damaged tyres on the route (per tyre / wheel)	A11.4.1.1	First Infringement Repeating Offenses	€ 100 € 250			X
39	Missing ground coverings	A11.4.1.1	First Infringement Repeating Offenses	€ 100 € 250			X
40	Not pouring waste oil and fluids to designated barrels	A11.4.1.1	First Infringement Repeating Offenses	€ 100 € 250			X
41	Smoke and throwing away rubbish/stub on the itinerary of the route and on the pre-start areas, Starts and Finishes of selective sections	A11.4.1.1	First Infringement Repeating Offenses	€ 50 € 100			X
42	Throwing rubbish and lighting a fire outside the designated areas on the bivouac / service park	A11.4.1.2	First Infringement Repeating Offenses	€ 50 € 250			X
43	Cutting corners or making manoeuvres over the fields, forests, orchards or marshes	A11.4.1.3	First Infringement Repeating Offenses	€ 500	15 Minute		X
44	Destroying the fences, gates and barriers located along the route	A11.4.1.3	First Infringement Repeating Offenses	€ 500	15 Minute		X
45	Not paying cash penalties, Within 48 hours Within 24 hours (Leg 7) In the same day (Leg 8)					Start Denied Start Denied Out of Standings	





**MINI**

**NAV-GPS**

**MOUNTING INSTRUCTIONS**

**ENDURO / ATV**

# IRIS MINI – COMPONENTS

Front side



IRIS device with aluminium holder and ready mounted bracket

Back side



Base bracket



Double socket arm



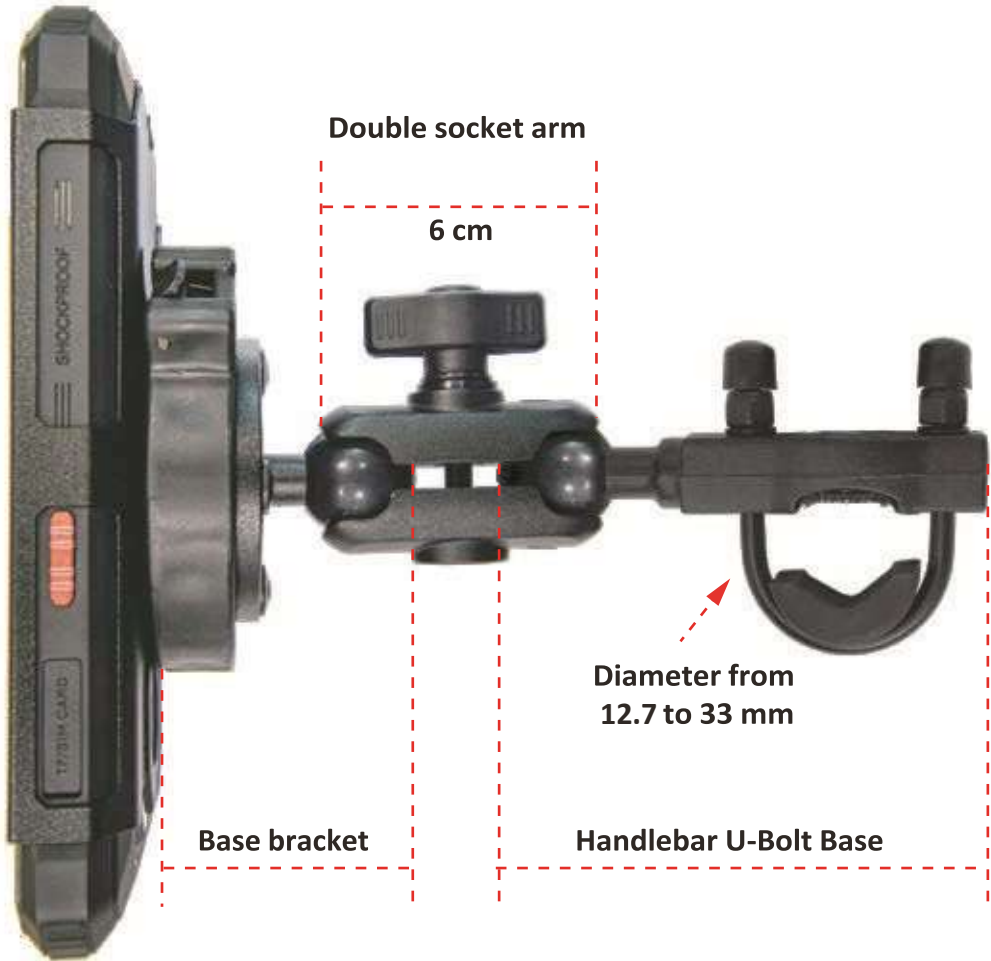
Handlebar U-Bolt Base



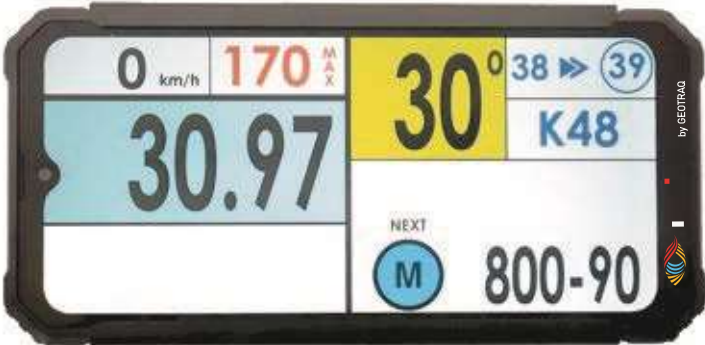
# MOUNTING OPTION 1

Mounting hardware

IRIS device - always mounted in Landscape orientation



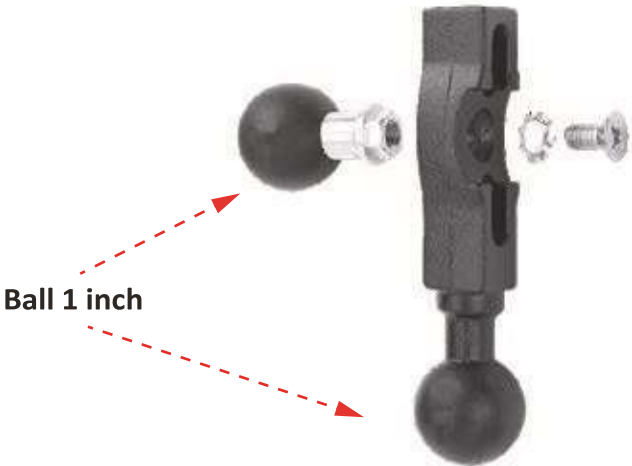
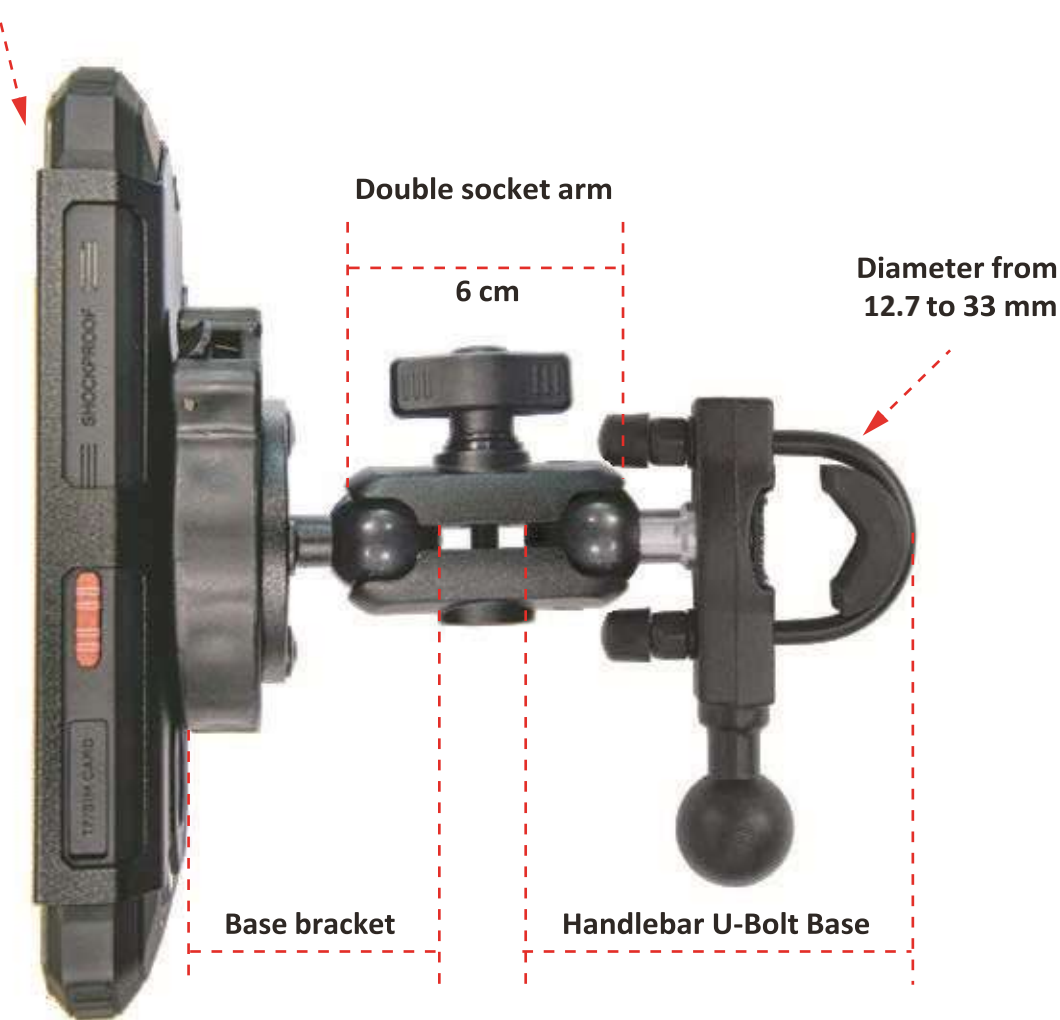
Device Dimensions without the alluminium holder 174.4 / 82 / 19.2 mm



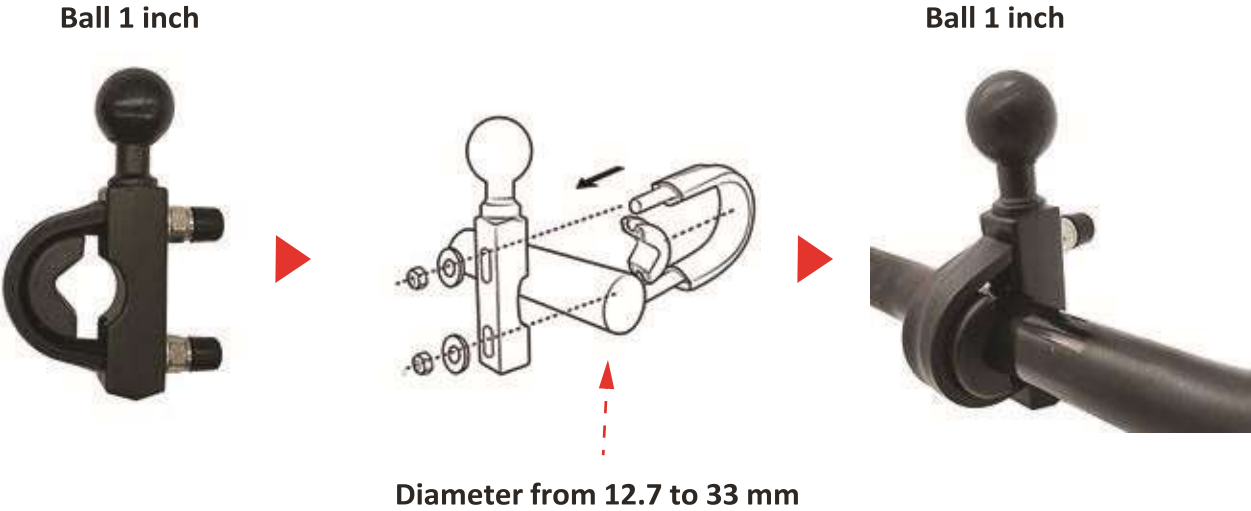
# MOUNTING OPTION 2

Mounting hardware

IRIS device - always mounted in Landscape orientation



# INSTALLATION OF HANDLEBAR U-BOLT BASE



IRIS device should be positioned as much as possible at the center, always in Landscape orientation





# RALLY SAFETY SYSTEM

## QUICK SELF - INSTALLATION MANUAL (ENDURO + ATV)

**FOLLOW THE INFORMATION BELOW ON HOW  
TO INSTALL THE SYSTEM BEFORE GOING TO SCRUTINEERING**

Version released on 06.02.2024

## STEP 1 – GET FAMILIAR WITH THE SYSTEM COMPONENTS

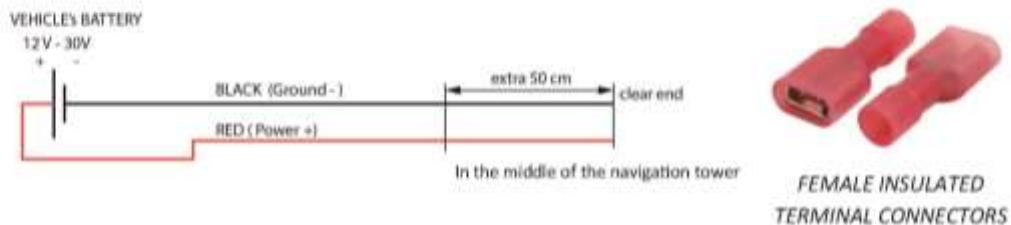


NOTE: If needed we can provide an additional extension cable to place the radio antenna on a better position.

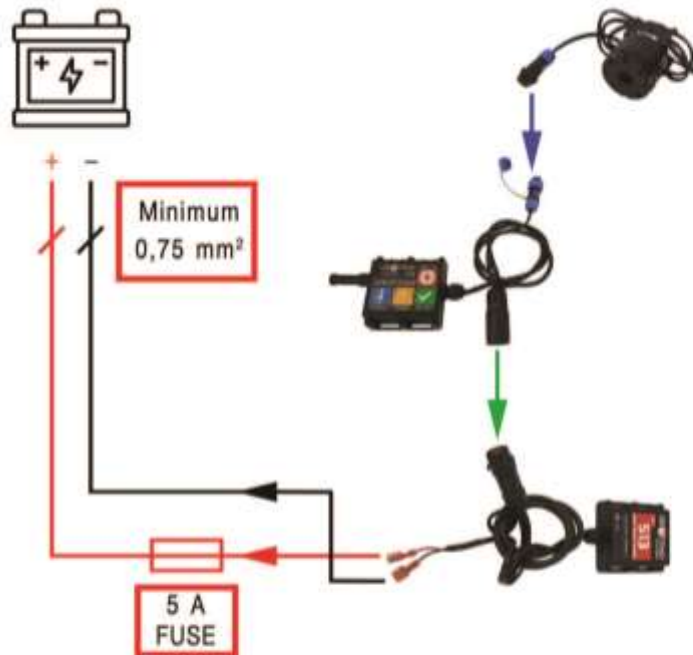
- IMPORTANT! NO CUTTING OF CABLES, MODIFICATION OF CONNECTORS OR OTHER INTERFERENCE IN THE SYSTEM COMPONENTS IS ALLOWED! ANY DAMAGE TO THE EQUIPMENT MUST BE PAID ACCORDING TO THE GEOTRAQ PARTS LIST!

## STEP 2 – PREPARE POSITIVE AND NEGATIVE CABLE FROM THE BATTERY TO THE NAVIGATION TOWER AND INSTALL INSULATED TERMINAL CONNECTORS (ONLY THOSE SUPPLIED BY THE ORGANISATION)

- IMPORTANT! THE BATTERY MASTER CUT-OFF (KILL) SWITCH MUST NOT DISCONNECT THE POWER SUPPLY FOR THE RALLY SAFETY SYSTEM.
- It is the responsibility of the competitors alone to provide, **DIRECT POWER SUPPLY** from the vehicle's battery according to the drawings provided.
- The power cables **MUST** be "flexible" (multi wire), insulated cables – 2 x min 0.75 to max 1.25 mm<sup>2</sup> (WITH RED for positive (+) wire and BLACK for negative (-) wire insulation color).
- The connection **MUST** have an IN-LINE FUSE - "BLADE TYPE" of 5A.



### STEP 3 – MOUNTING THE SYSTEM - OVERVIEW



*Overview of the system connections.*

- You will receive two 6,3 mm female quick plug terminals for the power connection. **If you have old terminals, discard them and use the provided new ones!**

- **IMPORTANT! USE ONLY THE PROVIDED QUICK PLUG TERMINALS! DO NOT USE YOUR OWN!**
- **IMPORTANT! USE PROPER TOOLS TO CRIMP THEM!**



*Proper tools for crimping.*



## STEP 4 – MOUNT THE GPS TRACKER ON THE PROPER POSITION

- For ENDURO the best position is at the navigation tower or the top end of the suspension forks.
- For ATV the best position is at the navigation tower or the area around the head light.

- **IMPORTANT! THE GPS TRACKER MUST HAVE VISIBILITY TO THE SKY (NO METAL ON TOP OF THE DEVICE)**
- **IMPORTANT! INSTALLATION IS DONE WITH CABLE TIES THROUGH THE HOLES OF THE BASE OF THE DEVICE**
- **IMPORTANT! POSITION THE DEVICE IN SUCH A WAY THAT NO DIRECT DAMAGE CAN BE DONE!**



*Installation of the GPS TRACKER on the suspension fork using cable ties.*

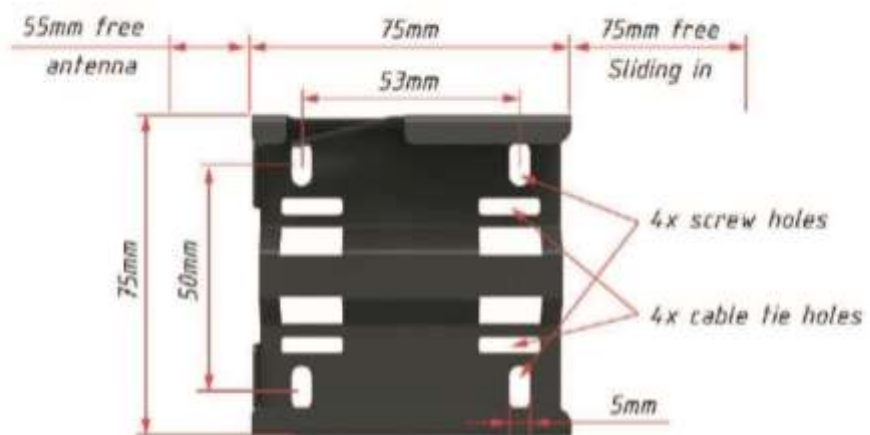
## STEP 5 – MOUNT THE COM-BOX MOUNTING BRACKET AND INSERT THE COM-BOX UNIT ON THE PROPER POSITION

- You can bolt the mounting bracket as shown in the graphic below, or you can use cable ties to fix it to a central location on the navigation tower or to the handle bar.

- **IMPORTANT! THE COM-BOX MUST BE IN REACH OF THE DRIVER TO OPERATE THE BUTTONS!**
- **IMPORTANT! ENSURE THERE IS SUFFICIENT SPACE (MINIMUM 6 cm) AT THE SIDE OF THE UNIT TO ENABLE THE ANTENNA TO BE FITTED AND SLIDE THE UNIT INTO THE BRACKET!**

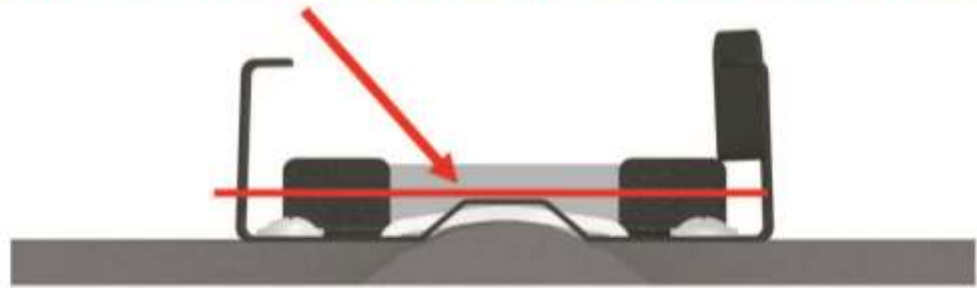


*Installation of the Com-Box unit with bracket on the handle bar using cable ties.*





**IMPORTANT!** No bolt/screw heads or cable/zip ties can protrude over the red line as marked below.



Cable / zip tie fixture



Screw / bolt fixture



Com-Box unit installed in bracket

- When the mounting bracket is securely installed, you can slide-in the Com-Box unit in.
- When slided in you MUST lock the device in place by pushing the top locking mechanism.



- **IMPORTANT! THE ANTENNA NEEDS AT LEAST 55mm ON ALL SIDES TO WORK PROPERLY! MAKE SURE NOT TO PLACE IT RIGHT NEXT TO OTHER METAL COMPONENTS!**

## STEP 6 – CHECK THE STATUS OF THE RALLY SAFETY SYSTEM.

- First, make sure the antenna is connected (optional extension cable and antenna)
- Second, check the blue connectors (buzzer) are tight
- Third, check the connection of the black connectors between the GPS Tracker and the Com-Box unit
- Finally check the connection of the 2 power terminals (positive and negative)

- **IMPORTANT! WHEN CONNECTING THE POWER TERMINAL MAKE SURE YOU HAVE THE PROPER POLARITY – RED is POSITIVE, BLACK is NEGATIVE!**
- **IMPORTANT! IF ALL THE COMPONENTS ARE CONNECTED PROPERLY, THE COM-BOX UNIT WILL DISPLAY A "GREEN STATUS" ON THE BATTERY ICON AND "BLUE/GREEN STATUS" on the RADIO ICON**

## STEP 7 – FINAL INSPECTION AT SCRUTINEERING

- Install the cables loosely using only a few cable ties and in such a way that they can be clearly checked at scrutineering.
- Only **after** you receive **APPROVAL** from the Scrutineer and/or the GPS Technician, you can fully fasten the cables onto the vehicle using cable ties. **DO NOT** overuse cable ties!
- **DO NOT** use insulating or any other tape to group the cables.

- **IMPORTANT! DO NOT PLACE THE CABLES FOR THE SYSTEM IN DIFFICULT OR HIDDEN PLACES (INSIDE THE NAVIGATION CONSOLE OR HARD TO REACH LOCATIONS). THE INSTALLATION WILL BE CHECKED TO ENSURE THE SYSTEM AND ADDITIONAL COMPONENTS ARE PROPERLY INSTALLED AND OPERATIONAL AT SCRUTINEERING AND IF REQUIRED, YOU WILL NEED TO REROUTE THE WIRING.**

## STEP 8 – WATCH THE VIDEO OF HOW TO USE THE SYSTEM

#### BATTERY STATUS

- - EXTERNAL POWER
- - NO EXTERNAL POWER
- - (BLINKING) INT. BATTERY EMPTY

#### RADIO STATUS

- - RADIO OK
- - SLEEP MODE, NO RADIO

#### OVERTAKE FUNCTION

#### DANGER BEACON



#### EMERGENCY SOS BEACON

- PRESS AND HOLD UNTIL ACTIVATED

#### CONFIRM / QUIT BUTTON

- On the following link, you can learn how to operate with the Com-Box:

<https://www.youtube.com/watch?v=6hSXuu6DcyE>





## STEP 9 – RETURNING THE SYSTEM

When it's time for you to return the system from your vehicle you **MUST** do this in the following order:

- First disconnect the negative (-) wire, then disconnect the positive (+) wire from the cable from your vehicle's battery at the female quick connect terminals.
- Second disconnect the COM-BOX - TRACKER cable
- Third disconnect the Buzzer – COM-BOX cable

- **IMPORTANT! WHEN YOU RETURN THE SYSTEM TO THE GPS DESK, YOUR EQUIPMENT WILL BE CHECKED FOR DAMAGE & DEFECTS AND IF FOUND – YOU WILL BE REQUIRED TO PAY FOR THE DAMAGE TO THE EQUIPMENT ACCORDING TO THE GEOTRAQ PARTS LIST!**























## **Annex 5 First Aid Kit**

The first aid kit should be placed in an easily recognizable bag produced in distinctive colours in accordance with international standards. It should be fixed and stored in an easily accessible area by competitors and third parties.

**The materials that should be included in the First Aid Kit are listed as follows:**

- 1 Pair** Stainless Steel Scissors
- 1** Medical Plaster **(5 m X 2.5 cm)**
- 2** Bandage (Bigger Size) **(5 m X 10 cm)**
- 3** Triangular Bandage
- 1 Pack** Sterile Compress **(10 cm X 10 cm) (50 adet)**
- 1** Self-Adhering Coban Bandage **(4 m X 8 cm)**
- 2** Aluminium Emergency Blanket **(160 cm X 210 cm)**
- 2** Finger Plaster **(12 cm X 2 cm)**
- 4 Pair** Single Use Nitril Gloves
- 1 Pack** Wet Wipes
- 4 Dozes** Physiological Saline for Eyes
- 1** Skin Disinfectant **(50 ml)**
- 2** Compression Bandages: Emergency Haemostatic Compression Pad
- 1** Tourniquet (One-Handed Operation)
- 1** Information Sheet
- 1** Emergency Procedure Sheet
- 1** Critical Burn Kit For Face And Hands
- 1** Sunscreen **(50 ml)**
- 1** Headlamp
- 1** Emergency Mirror
- 1** Whistle

## Annex 6 Signage

KONTROL TİPİ CONTROL TYPE	KONTROL NOKTASI (Sembolün çapı 70 cm) CONTROL ZONE (Diameter of signal about 70 cm)		
Yarış yönü Direction of route	→		→
	← KAPALI PARK KURALLARI GEÇERLİ BÖLGE PARC FERME RULES APPLY →		
	SARI TABELA - Nokta girişi YELLOW SIGNS - Zone entry	KIRMIZI TABELA - Zorunlu durma noktası RED SIGNS - Compulsory stop	BEJ DIAGONAL Nokta sonu BEIGE SIGNS - End of zone
PASAJ KONTROL PASSAGE CONTROL	 ← 25 m (min) →	 ← 25 m →	
ZAMAN KONTROL (ZK) TIME CONTROL (TC)	 ← 25 m (min) →	 ← 25 m →	
ZK - SERVİS GİRİŞ TC AT SERVICE PARK ENTRANCE	 ← 5 m →	 ← 5 m →	
ZK - SERVİS ÇIKIŞ TC AT SERVICE PARK EXIT	 ← 5 m →	 ← 5 m →	
ÖZEL ETAP ZK VE START TC AND SS START	 ← 25 m (min) →	 ← 50-200 m →	 ← 25 m →
ÖZEL ETAP FINISH VE STOP FINISHES OF SS	 ← 100 m →	 ← 150-300 m → FF NOKTASI (DURMA) FLYING FINISH (NO STOP)	 ← 25 m →
	MAVİ ARKAPLANDA SIYAH SEMBOL BLACK SYMBOL ON A BLUE BACKGROUND		
YAKIT İKMAL ALANI REFUELING ZONE		YAKIT İKMAL ALANI TABELASI; Yakıt ikmaline yalnızca bu bölge içerisinde izin verilir. (Halka açık yakıt istasyonları hariç) REFUELING ZONE SIGN; Only refueling allowed in this zone. (Not on public fuel stations)	
SERVİS ALANI SERVICE ZONE		SERVİS ALANI TABELASI; Servis Alanı/Bivouac dışında yalnızca (varsa) bu bölge içerisinde servis alınabilir. SERVICE ZONE SIGN; Sign for service operations outside the Service Park/Bivouac	



## Annex 7 Sportity App

### STEP 1:

**'DOWNLOAD'** Sportity App  
*Sportity Uygulamasını indir.*



### STEP 2:



For direct event information  
please insert this **'PASSWORD'**:

*Yarışma dokümanlarına ulaşmak için  
aşağıdaki şifreyi gir.*

**TransAnatolia24CARS** : CARS / SSV / TRUCKS (RALLY)  
**TransAnatolia24BIKES** : BIKES / QUADS (RALLY)  
**TransAnatolia24RAID** : RAID

### STEP 3:



Quick information delivery with push  
notifications when files are uploaded.

*Dosya yüklendiğinde telefonunuza gönderilecek  
bildirimler ile dokümanlara anında ulaş.*

Documents are available also offline

*Ayrıca uygulama sayesinde, görüntülenen dosyalara  
çevrimdışı olarak da ulaşarak daima bilgili kal.*