

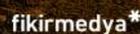
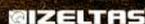


13TH
EDITION

2023



BIKE REGULATION RAID



A1. INTRO

Name of the Event: TransAnatolia Rally Raid
Dates: 2-9 September 2023

This regulation defines the running, evaluation and penalties of the raid category in addition to the rally regulations.

A1.1. Regulation

TransAnatolia is a rally-raid event which will be organized between 2-9 September 2023 on the unique route of Samsun to Izmir.

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

Additional information will be published on the official website of the event at 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	14	
Selective Section	1276	k m
Liaison	1087	k m
Total	2363	k m

A1.4. Average Altitude

Road Section	1326	m
Selective Section	1686	m
Average Altitude	1506	m

A1.5. Terrain (Navigational Stages)

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: Orhan ÇELEN
Raid Director: Hakan İSEN

A2.3. Officials

Duty	Name
Raid Director	Hakan İSEN
Assitant to Raid Director	Doruk SEVİNÇ
Chief Safety Officer	Erol KARAÖZ
Competitors Relations Officer	Elif TANCA
Tracking System Officer	Carlos FIGUEROA
Rescue Chiefs	İbrahim GÖKKAYA
Media Officer	Gökhan BAŞİPLİKÇİ
Logistics / Bivouac Officer	Levent GÜL

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 31 September - 9 September 2023 HQ + Sportity App
Digital Notice Board 15 April - 9 September 2023 www.transanatolia.com

A3. PROGRAMME

1 February 2023 Sunday		Opening date for entries
		Opening date for entries with reduced pricing
31 May 2023 Wednesday		Ending of 2nd reduced entry term
15 September 2023 Tuesday	17:00	Closing date for entries
28 September 2023 Monday		Publication of the entry list
1 September 2023 Friday	12:00	Administrative checks begin (On appointment)
	12:00	Scrutineering begins (On appointment)
2 September 2023 Saturday	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	Ceremonial Start
3 Spetember 2023 Sunday	08:00	1nd leg Samsun - Tokat
4 September 2023 Monday	07:00	2rd leg Tokat - Sivas
5 September 2023 Tuesday	07:00	3th leg Sivas - Kapadokya
6 September 2023 Wednesday	09:00	4h leg Kapadokya - Haymana
7 September 2023 Thursday	10:00	5th leg: Haymana - Afyon
8 September 2023 Friday	07:00	th leg: Afyon – Simav
9 September 2023 Saturday	07:00	7th leg: Simav – Izmir
		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 Director 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

Organization

It is a navigation based off road event where standard and modified vehicles can participate. The event isn't based on speed and there are certain speed limitations. Participants should note that there might be traffic inside the stages.

Navigation Stage

It is compulsory to pass through these stages. They are counted for scoring. Navigational stages are announced in the briefings. Participants are informed about stage cancellations and changes in advance or during the event.

Bivouac/Hotel

It defines the time control point of departure to start the day or the point of arrival to finish the day.

Special Tasks

These are the tasks that are not compulsory however in the case the task is successfully completed the participants are given points. Details of the tasks and points to be awarded would be announced through the communication channels.

Communication

Communication is carried out with briefings, stage starts, bulletins and tracking system. In addition to these Raid Director shares live updates via WhatsApp.

Responsibility

During the event responsibility of everyone inside the vehicle is on participants. In order to support the participants, the organization takes necessary precautions on the navigational stages during the interval the stage remains open for the events that can occur.

Bulletin

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

Service

Service is 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 A9.11 of this regulation.

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 A9.8

Communication / Information Note

Communication: Official informative document published by the Director, 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 registered for the entry.

Katılımcı

Organizasyona kayıtlı gerçek ya da tüzel kişiler.

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 Raid

The raid 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 Director,
- End of the post event scrutineering, if it is in place,
- End of the prize-giving.

Crew

The crew consists of persons holding competition license who are onboard in compliance with the data recorded during administrative checking.

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. During the organization GMT + 3 is the official time.

Official time for each leg is announced on the itinerary.

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 Stella 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 Director for whatever reason, parc fermé rules apply in these cases. This time is the same for all competitors.

Officials

Raid Director and all the other persons working under the supervision of the Raid Director.

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 navigation stages 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.

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.

Navigation Stage

Navigation Stage may be run over a course exclusively reserved for the competitors however competitors should mind that TransAnatolia is an open road event. Starts of Navigation Stages are preceded by or twinned with a Time Control and followed by a Flying Finish and the Stop.

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 stage.

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 4 types of waypoints: WPV, WPM, WPE, WPS. Each waypoint noted on the road book is a compulsory passage point to be validated.

WPE (Eclipse waypoint)

Waypoint memorised in the GPS and indicated in the road book, and the coordinates of which are not revealed to the competitors. Waypoint towards which the GPS, with all its capacities displayed on its screen, directs the competitor once the waypoint preceding this WPE has been validated, whatever the distance between the waypoint and the WPE, thus the GPS directs the competitor towards this point. Starts of selective sections will be WPEs. To validate their passage at a WPE, competitors must pass within at least 90 metres to it.

WPM (Hidden waypoint)

Waypoint memorised in the GPS and indicated in the road book, and the coordinates of which are not revealed to the competitors. The GPS directs the competitor towards this point only once they have come within a 1 kilo meter-radius of it. To validate their passage at a WPM, competitors must pass within 90 metres to it.

WPS (Way point safety)

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

The GPS directs the competitor towards this point only once he has come within a 3km radius of it. To validate their passage at a WPS, competitors must pass within at least 90 metres to it.

WPV (Visible waypoint)

Waypoint which coordinates are given by the road book. Towards a visible way point, all available information is displayed on the screen of the "GPS". Starts and finished of legs are WPV's. To validate their passage at a WPV, competitors must pass within 90 metres to it.

A5. REGISTRATION

A5.1. Registration Dates

Entries can be submitted at a reduced fee between 15 February 2023 and 31 May 2023. Normal entry fee is applied afterwards until 15 August 2023, closing date of the entries. Registration closes on 15 August 2023 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 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 2023. Licensees should be presented by latest administrative check.

Sending the payment receipts for the registration fee and the insurance to 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 Organising 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 Director 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.

A5.4. Entry Fee and Other Services

A5.4.1. Details of the Fees

Fee/Payment Type	February - March	April - May	June - July
Moto / Quad Rally	2,600.00 €	2,800.00 €	3,000.00 €
Moto / Quad Raid	2.500,00 €	2.700,00 €	2.900,00 €
Assistance Vehicle (Car or Camper) + Driver	1,200 €	1,350 €	1,500 €
Assistance Vehicle (Truck < 3500kg) + Driver	1,300 €	1,450 €	1,600 €
Assistance Vehicle (Truck > 3500kg) + Driver	1,400 €	1,550 €	1,700 €
Guest (With Own Car)	1,000 €	1,200 €	1,400 €
Guest (Including Transfer)	1,200 €	1,400 €	1,600 €
Stella GPS System Rental Fee			339.00 – 375.00 €
Stella GPS System Bracket Fee			100.00 €

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 to the next bivouac if the capabilities 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

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: Kavacık, 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: Kavacık, 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.

No refund is offered for cancellations after 15 August.

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 Turkey.

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 2023 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.

Limits	
Material Damage per Vehicle	"120,000.00

Material Damage per Incident	"240,000.00
Physical Damage per Person	"1,200,000.00
Physical Damage per Incident	"6,000,000.00

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)

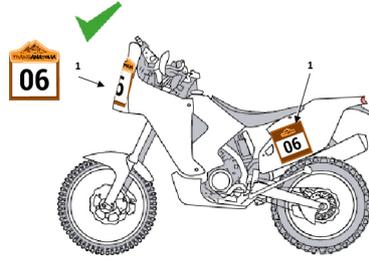
If compulsory advertising is absent or wrongly affixed, a penalty of **10%** of the entry fee per person will be incurred for the first offense, and **20%** of the entry fee for each repeated offense.

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,
- 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 Director.

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 Parc 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 Stella device. Stella 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 Director. 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 belongs 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. Drivers' Equipment

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

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

*¹ Driver'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.

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	
	Bike - Quad
Reflective Vest	Recommended
Flashing Torch (Safety Light)	Recommended
Emergency Blanket	1 Piece
Towing Belt / Strap * ¹	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 * ³	1 Piece

*¹ 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.

*² Refer to the content of the first intervention kit **Annex 5. First Intervention Kit**.

A9. 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.

A9.1. 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.

A9.2. Race Numbers, Start Intervals and Start Order

A9.2.1. Race Numbers

Race numbers will be assigned by honoring participants who had noteworthy results in the previous editions of TransAnatolia. For the rest, order of the registration will be followed. Director has the right to change the numbers before the start of event.

Numbers above 120 (for bikes) and 150 (for quads) would be assigned.

A9.2.2. Start Intervals

Participants will start after the last bike or quad in the rally category. Start intervals would be 1 minute. Director might adjust this time deemed necessary.

A9.2.3. Start Order

While preparing the first day's start list, rankings achieved in the raid category of the TransAnatolia events would be taken into account. The last entrant will start last on the first day, unless they have had a podium finish in previous years.

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

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

A9.3. 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.

If the time card is lost or worn so it cannot be used, a penalty of -5 points is given for each control point whenever the checkin cannot be performed.

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.

A9.4. 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 Director.

Riders 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 Director'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.

A9.5. Finish Procedures

At the end of the organization, participants that continued and completed the organization will be ranked according to their total points.

A9.6. 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 Navigation Stage must proceed to the next time control point.

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

A9.7. 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.
- 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:
 - For late check-in -1 point penalty per minute. Lateness cannot exceed 30 minutes. Start will be refused for the Crews exceeding the limit.
 - For early check-in -3 points penalty per minute.
- It is forbidden to stop between Yellow FF board and the Stop point. In case of violation, penalties will be applied.

A9.8. Navigation Stages

Navigation Stages are the sections where the participants follow the determined route within the given time.

Participants who cannot reach the flying finish point of the stage within the target time of the stage are excluded from the evaluation at the end of the maximum delay of 30 minutes.

A9.8.1. Navigation Stage Start Procedures

At the start points of the navigation stages, rally start procedures will be followed. With the Director's decision, manual start procedure can be followed. Also satellite tracking system can be used for the start procedure.

Competitor must present the timecard to the marshal on time control point on time.

TC marshal adds 3 minutes to the check-in time and directs the participant to the Start point.

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

A9.9.2. Running of the Navigation Stages, Breaches and Evaluation

It is essential that participants will follow the road book;

- Leave the camp/hotel by taking their timecards in the morning,
- Check-in with the timecard at the start of the first stage and to complete the stage,
- Go to the second stage, if any, and to complete this stage,
- Arrive at the Camp/Hotel within the target time.

The speed limit on the navigation stages is 60 km/h, which must not be exceeded under any circumstances. In speed-restricted zones, this limit may be even lower. Areas with speed restrictions are indicated in the road note.

If a participant is lost in the stage who has to go in the opposite direction, they must not go faster than 30 km/h. Participants are obliged to comply with all speed limits on both liaisons and navigation stages.

If the instantaneous, involuntary exceeding of the speed limit is below the 10% tolerance value, they are not taken into consideration.

Proper measurement of the speed and distance covered is the responsibility of the participant. Participant's running in the navigation stage is recorded. The records of all participants in the navigation stages to be passed are evaluated at the end of the day.

Participants are given points according to the score table, based on their proximity to the original track and their deviation from this track. Deviation from the original track is considered as getting lost.

The participant who moves closest to the original track of the organization without leaving the road book in the stage gets the highest points. Participants who get lost in the stage and move away from the original track receive the lowest points.

Speed infringements are recorded as a penalty for the respective participant.

Early or late check-in to the TC point on navigational stages is subject to penalty.

There might be Special Tasks within the Stages. Details about these tasks are communicated to the participants.

Traffic rules apply at liaisons. Penalties up to disqualification may be imposed in case of infringements.

For the signage to be used in control points, see. Appendix 7. Signage.

A9.9.3. Joker (Wildcard)

Each participant is given two jokers that they can use until the end of the event.

These jokers can be used in case the competitor cannot reach the point at the end of the due to mechanical issues.

The participant who wants to use a Joker should reach the Raid Director (phone, instant messaging) until their target arrival time at the camp/hotel and inform the Director that they will use the Joker. Otherwise, the participant cannot claim any rights.

The participant using the joker must deliver their time card to the first time control point they will reach.

If it is determined that the joker is used outside of its purpose, a disqualification penalty is imposed.

The participant using the joker will be out to the end of the next day's start list.

The joker can also be used on the last day of the event. In this case, the participant must have informed the Director about the use of the Joker before the target podium entry time.

The participant using joker will be penalized with -10 points. The participant who uses a joker cannot get Day Completion Points, but if they deserve, other points will be awarded.

A9.10. Points to be Awarded on Navigation Stages

A9.10.1. Navigation Points

For each stage, starting from the participant who completed the stage with the highest accuracy, points are awarded according to the table below.

RAID CATEGORY POINTS ON OFFER					
1. Place	500 Point	11. Place	330 Point	21. Place	230 Point
2. Place	450 Point	12. Place	320 Point	22. Place	220 Point
3. Place	420 Point	13. Place	310 Point	23. Place	210 Point
4. Place	400 Point	14. Place	300 Point	24. Place	200 Point
5. Place	390 Point	15. Place	290 Point	25. Place	190 Point
6. Place	380 Point	16. Place	280 Point	26. Place	180 Point
7. Place	370 Point	17. Place	270 Point	27. Place	170 Point
8. Place	360 Point	18. Place	260 Point	28. Place	160 Point
9. Place	350 Point	19. Place	250 Point	29. Place	150 Point
10. Place	340 Point	20. Place	240 Point	30. Place	140 Point

If the recorded tracks of more than one participant contain the same degree of deviation, it is checked whether there is any movement in the opposite direction in the stage. If there is no change in the situation, the same point is awarded to more than one participant. The next participant gets the next available point. Example: If two participants get 500 points, the next participant gets 420 points corresponding to the 3rd place.

A9.10.2. Special Task Points

There can be one or more special task in a day. These tasks can have different scopes. Tasks may require taking pictures or making observations.

5 to 15 points are offered for each special task. Details and corresponding points are announced through communication channels.

In order to receive Special Task Points, participants must complete the relevant task at the latest when they arrive at the camp/hotel entry point.

A9.10.3. Day Completion Points

Participants who arrive at the camp/hotel on time at the end of the day are awarded 10 points.

Early check-in to the time control point at the end of the day is allowed. However, being late is subject to penalties.

Participants who check-in late to the Camp/Hotel will not be awarded Day Completion Points and will be given -1 point penalty per minute they are late.

Participants cannot be more than 30 minutes late to the Camp/Hotel. Participants who are more than 30 minutes late are deemed not to have completed the day and will not be evaluated for that day.

The participant who cannot arrive to the camp/hotel is considered not to have completed the day and will not be evaluated for that day. The participant who uses the joker will not receive Day Completion Points, but will receive Stage Points, Navigation Points, and Special Task Points, if they deserve any.

Since there is no camp/hotel point on the last day of the organization, the point to be reached is the Podium. The penalty and limit for being late to the podium are the same as being late to the camp/hotel. If the participant is more than 30 minutes late to the pre-podium time control point, they will be disqualified.

The conditions for using the Joker before the podium are the same with the other days of the event. Joker use must be reported before the target Podium arrival time. In this case, the participant must put their best efforts to reach the Podium, even without a vehicle. In case of failure, if there are any prizes, they will be presented later or given to someone else on their behalf.

A9.10.4. Total Points

Stage Points, Navigation Points, Special Task Points, Day Completion Points and penalties (joker, early/late check-in and others) are multiplied to calculate the total.

A9.10. Service Park / Bivouac

Early check-in to service area TC's is permitted. The participant who checks-in at the service-in TC more than 30 minutes late will be excluded from the evaluation.

The organizer decides the position of the teams within the bivouac. These teams must follow the organizer's instructions and follow the rules.

After registering 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. In that case the tracking system must be switched on.

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 A9.15.3. for speed limitations inside the service area.

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

A9.11.1. Service Area / Bivouac Locations

Service area/bivouac locations are accessible on Sportity App.

A9.11.2. Assistance Crews and People Accompanied by Them

Participants 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 Director 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 Director.

A9.11. 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 participants who continue to compete in the navigation stages are not penalized. There is no penalty or time improvement for the crew performing the pushing or pulling operation.

A9.12. Refueling

A9.13.1. Refueling Zones

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

- In the area designated for refueling inside the service park/bivouac.
For groups **B** and **Q** in refueling 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 petrol stations on the road book as a suggestion.)

A9.13.2. Points to be Considered for Refueling

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 refueling point the engine must be stopped and the vehicle should stay over stand/lift/kickstand.

Participants should stay outside the vehicle during refueling.

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

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

Participants must ensure that there are fire extinguishers available before the refueling begins. Responsibility during refueling belongs to the participant.

A9.13. Tyres

All types of tires are allowed, including airless and mousse tyres.

A9.14. Speed Zones

A9.15.1. Speed Limits for Liaisons

SPEED LIMITS IN THE REPUBLIC OF TURKIYE				
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.

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.

1. Infringement will be penalized with €25,00
2. Infringement will be penalized with €50,00
3. Infringement will be penalized with €100,00. For the repeating infringements penalties up to disqualification can be applied.

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 behavior by the Director. Penalties up to the disqualification from the leg may be applied.

A9.15.2. Speed Limits and Speed Limitation in Navigation Stages

By considering the protection level that can be ensured by the safety equipment maximum speeds for selective sections are set as 60km/h.

It is compulsory to obey the speed limits inside the navigation stages. In addition to these limits extra restrictions may be applied for the sections passing through residential areas. Participants 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.

In case of infringement in the specified speed in the navigation stages or within the speed limit zones within these stages

1. infringement will be penalized with €25,00
2. infringement will be penalized with €50,00

Repeating infringements can be penalized with penalties up to disqualifications.

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 Director. Penalties up to the disqualification from the leg may be applied.

A9.15.3. 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.

A9.16. Stage Cancellations

In case of cancellation of any stage that has not started yet, the next stage, if any, will be run, otherwise the day will end in the bivouac. If possible, information on the subject will be made through the Raid Director;

If there is a blockage or closure of any stage that has started to be run,

In the event that 50% or more of the participants who started in the previous stage general classification finishes the stage, the participants who cannot complete the stage are given the lowest score among the finishers.

In the event that less than 50% of the participants who started in the previous stage general classification finish the stage, the Raid Director evaluates the situation and makes a decision.

A9.16. Tracking System

Stella 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 Appendix 4.

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 Director.

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.

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A9.17. Emergencies

In case of an emergency first an alert should be sent via Stella 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.

A9.17.1. 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 and blue buttons simultaneously 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 Director.

Any incident involving Competitors could be investigated by the Director.

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 A9.17.1 are liable to penalties at the discretion of the Director with respect to the provisions of the International Sporting Code.

A9.18.2. 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 participant which witnesses an accident placing another competitor in physical danger must in the following order:

- stop,
- press red and blue button for 1 second to activate the alarm function of the Stella, so as to inform other competitors arriving on spot,
- give the first aid (if they'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 Stella, 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 Stella of the crashed vehicle by simultaneously pressing blue and red buttons for 1 second. 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+blue 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 Director, 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 A9.18.2 are liable to penalties at the discretion of the Director with respect to the provisions of the International Sporting Code.

A9.18.3. 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.

A10. RESTRICTIONS AND OBLIGATIONS

A10.1. Devices Allowed in the Cockpit

It is recommended that the participants have a trip meter and follow this device with the road book. The use of electronic devices is the responsibility of the participant. The use of electronic devices should not lead to unfair competition.

In case of suspicion that the use of electronic devices causes unfair competition, an investigation is initiated. Penalties up to disqualification may be imposed as a result of the investigation.

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.

A10.2. 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.

A10.3. 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.

A10.3.1. Respecting the Environment

RESPECTING THE ENVIRONMENT IS A PRIORITY

A10.3.2. 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.

A10.3.3. 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 -10 points. 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 -10 points. 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 set according to the legal limitations. Vehicles that make more noise than allowed are not permitted to start. 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.

A11. PROTESTS

Appeals will be raised in writing through the Raid Director and the objection fee of €50.00 will be paid in cash. If the objection found to be right, the objection fee will be refunded.

A12. PRIZES AND PRIZE GIVING

A12.1. Prizes

A trophy will be given to each participant of
top 3 finishers in the general standings
top 3 finishers in the generated standings, if any

A12.2. Specifics for the Prize Giving Ceremony

The attendance at the finish ceremony and prize giving is compulsory for all participants 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 participants 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.

A12.3. Place and Time of the Prize Giving Ceremony

Prize giving ceremony will take place in Izmir's podium area on 9 September 2023 at 17:00.

Annex 1. Itinerary

TBA. Please refer to Sportity app for the latest version.

Annex 2. Raid Director and Contact Information



Adı Soyadı / *Name*

Hakan İSEN

Lisan / *Languages*

Telefon / *Mobile Phone*

+90 532 252 80 39

Mail Adresi / *E-mail*

address

hakan.isen@transanatolia.com

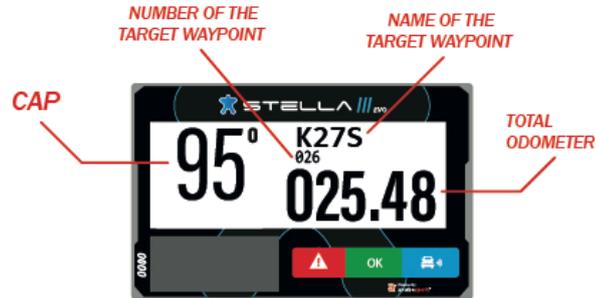
Tarih / <i>Date</i>	Saat / <i>Time (GMT + 3)</i>	Konum / <i>Location</i>
1 Temmuz - 20 Eylül 2023	10:00 - 18:00	p: +90 532 252 80 39
	Her zaman / <i>Anytime</i>	m: hakan.isen@transanatolia.com
2 Eylül 2023	08:00 - 09:00	İdari Kontrol / <i>Administrative Checks</i>
	09:00 - 10:00	Teknik Kontrol / <i>Scrutineering</i>
2 Eylül 2023	16:00	Seremoni Start / <i>Ceremonial Start</i>
3-8 Eylül 2023	06:00 - 09:00	Servis Alanı / <i>Service Area</i>
	09:00 - 18:00	HQ - Mobil
	18:00 - 22:00	HQ - Bivouac
9 Eylül 2023	07:00 - 10:00	Servis Alanı / <i>Service Area</i>
	10:00 - 14:00	HQ - Mobil
	15:00	Finish Seremonisi / <i>Finish Ceremony</i>
10 - 17 Eylül 2023	12:00 - 18:00	p: +90 532 252 80 39 m: hakan.isen@transanatolia.com
18 Eylül 2023 ve sonrası	10:00 - 17:00	m: hakan.isen@transanatolia.com

Annex 3. Summary of Penalties

TBA

Annex 4. Stella Tracking System Manuel

MAIN SCREEN



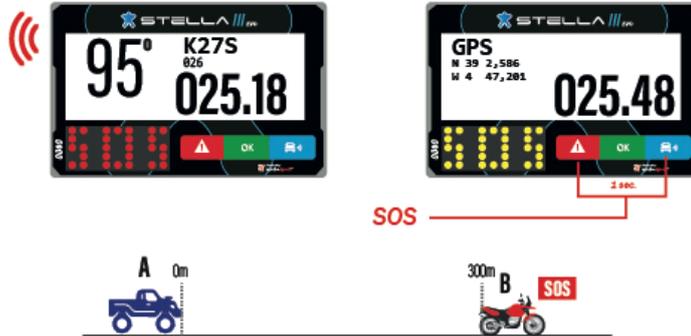
SPEED ZONE



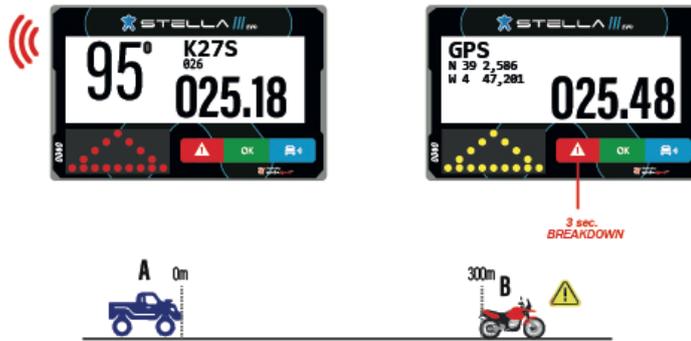
WAYPOINT PROXIMITY



REQUEST MEDICAL ATTENTION IMMEDIATELY



CAUTION VEHICLE STATIONARY



DANGER 3 !!!



Notification 300m before an area marked in the roadbook as "Danger 3"

OVERTAKING / BLUE FLAG



FLASHING

OVERTAKE REQUEST



OVERTAKING / BLUE FLAG



STEADY



FLASHING



OVERTAKING / BLUE FLAG



FREE TO OVERTAKE



STEADY

PRESS THE BLUE BUTTON TO CONFIRM



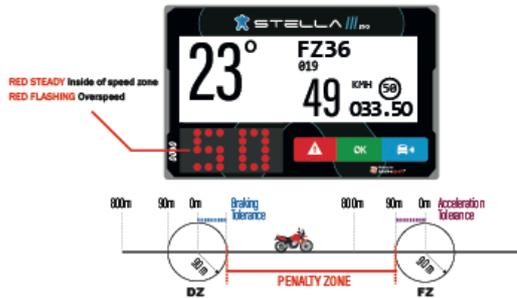
SPEED LIMIT



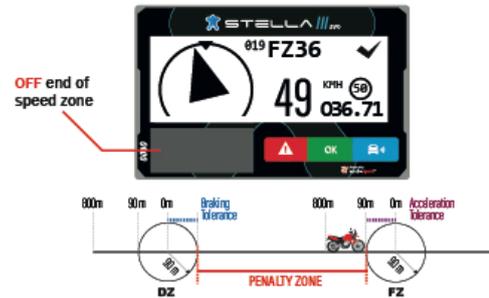
SPEED LIMIT



SPEED LIMIT



SPEED LIMIT



WAYPOINTS LIST



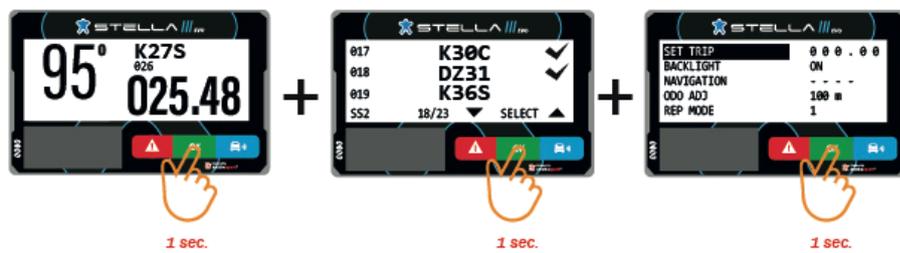
MESSAGES



TOTAL ODOMETER RESET TO ZERO



OK



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 SİYAH 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.



Sportity



STEP 2:



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

*Yarışma dokümanlarına ulaşmak için
aşağıdaki şifreyi gir.*

TransAnatolia23CARS

: CARS / SSV / TRUCKS (RALLY)

TransAnatolia23BIKES

: BIKES / QUADS (RALLY)

TransAnatolia23RAID

: 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.*