



# Official Regulations

## 1. GENERAL

### 1.1 Kind of Event

Rally-raid-event over several days after which an overall result will be accumulated which consists of the individual results of the various race stages.

The vehicles in the Adventure-Class are excluded from the race stages because they're touristic participants.

### 1.2 Assumption of Participation

Drivers/Teams of all nationalities with or without sports drivers-license are allowed to take part in the rally. The drivers must hold a drivers license in accordance with the class of the vehicle they want to start with. All vehicles have to be licensed to drive on public roads and be insured. For vehicles which for the time of the rally do not comply with the StVZO (e.g. because of competition tires) a respective insurance cover has to be purchased in the port of Tunis (La Goulette). The same procedure is necessary for vehicles which have no confirmation of cover from their insurance company for Tunisia.

### 1.3 Language of the Event

The official language of the event is German. All important informations and publications will also be offered in English. Possible translations into other languages might be offered as an additional service but do not have any official character.

### 1.4 Status of Ranking

The event will be ranked as run for the German Rally-Raid Championship within the DMV in accordance with the tender of the GORM (German Off Road Masters). Beyond that the event has no ranking status within any FIA-, FIM-, EM-, WM- or other championships.

### 1.5 Number of Participants and Classification

All drivers/teams that have registered in time are permitted to start independent from the overall number of participants. The refusal of late-registrators is subject to the decision of the organiser. The requirement for a ranking in an individual class is the participation of at least three vehicles per class. Are there less than three vehicles registered in a class, classes may be combined for consolidated ranking.

### 1.6 Registration

The registration of the drivers/teams is effected as a registration-order by filling in the registration-form. The registration-order may be sent to the organiser by mail or by e-mail. The deadline for the end of registration as well as the registration-fees are to be found in the rallye-tender. In case of cancellation of participation the registration-fee will be refunded on a pro rata temporis basis in accordance with the AGB. In case of cancellation of the event the registration fees will be refunded by 100%. When the registration-form and the registration-fee have arrived at the organizer, the registration is valid. This will be confirmed in writing. If the registration-fee or single appointed rates (see rally tender) do not arrive in time the processing of the registration-order will be deferred. Post-registrations for an increased registration-fee are possible until 4 weeks before the start of the event. Participants of less than 18 years of age need a formless permission in writing and signed by their legal guardian.

### 1.7 Disclaimer

All participants declare with their signature on the registration-form for themselves as well as for all other members of their team and/or all other persons belonging to their party that they will absolve the organizer and his staff, any civil services, companies or individuals, which supply routes or approve these, from all claims for indemnity resulting from damages and accidents in connection with the event without supplementary raise of objections. This also applies for eventually caused damages by accomplishments arranged by the organiser but carried out by third parties (sweeper, technical service, fuel service and alike). This absolution does not apply in cases of intent and gross negligence and against property and/or personal insurances. Each participant has the possibility to omit single stages or parts of these and accepts that the participation is on his own risk.

### 1.8 Liability of the Participants

The participants and vehicle-owners respectively their vehicle-insurance-companies are liable for eventually caused damages. Excepted from this liability are damages caused to the vehicles of other participants during race stages except an intention can be proven. They are also liable, in cases of doubt driver, co-driver and vehicle-owner joint and several, for costs being generated in addition for the organiser during the course of the rally by e.g. search activities, rescue-flights (at the time being 45 € per person and flight-minute) vehicle salvaging and such.

## 1.9 General Rules of Conduct

All written and verbal informations and orders of the organisation-staff respectively of the organiser and his representatives have to be followed categorical. This is valid for the complete duration of the event and the journey to and from the rally.

The rally-routes are approved by the authorities but consist mainly of public roads or pists, which can not be closed off.

The route has to be viewed and speed has to be selected in a way that the vehicle can always be halted safely. Should, as an exeption, a race-route be planned through a populated area speed limits have to be kept strictly to avoid any endangerment of persons. Of course this also applies for transfer-stages. The effective traffic-rules have to be kept !

Following violations can be punished with time- or monetary fines or disqualification from the ranking:

- Endangerment of inhabitants, participants or rallye-staff outside the competition route by reckless driving or inadequate speed
- Driving under influence of alcohol or drugs
- Non-attendance of announced drivers meetings
- Non-compliance of directives given by the ORGA (Organization, Rally-staff)
- Non-compliance of environmental sanctions (See chapter 4)

## 1.10 Advertisement and Starting-Numbers

The advertisement of the event-sponsors supplied by the organizer has to be attached free of charge to all vehicles in accordance with the sticker-plan. The stickers have to be attached durable and clearly visible. In addition in the respective classes the following spaces have to be assigned for starting numbers: E1, E3, E4, GB right, left and front 15 x 15 cm each; GS, GM, GP, L1 and L2 right and left 40x40 cm each and on front-bumper or alternatively on windscreen and rear-bumper approx. 12 x 25 cm. Non-compliance with the advertisement rules can cause the disqualification from ranking.

The release from the mandatory advertisement (not starting-number placards) is possible against payment of a lump sum after consultation.

## 2. EXECUTION, ROUTES, SAFETY, CONTROL AREAS, GPS, RANKING, RESULTS

### 2.1 Execution of Race-Stages

#### 2.1.1 General

The special stages can be driven as distance-race or a circuit-race with one or several laps. Single- group- or mass-starts are possible. The first stage or a prolog will be started in the sequence of the starting-numbers, all following stages in the sequence of the overall-result available at the respective time, separated into classes. Driver and co-driver may take turns provided the co-driver also holds an appropriate drivers license. The driver is also permitted to start without co-driver. An exchange of the vehicle is not permitted for the complete duration of the rallye.

Competition vehicles may be transported on transfer-stages.

#### 2.1.2 Scrutineering

All participants have to appear 15 min ahead of their individual starting time at the scrutineering-area. Here the driving-safety of the car, the driving-capability of the driver, the availability of safety equipment, the amount of beverages and emergency rations will be checked.

Participants under the influence of alcohol or drugs will not be permitted to start as well as vehicles without sufficient safety equipment or in a non-safe technical condition.

#### 2.1.3 Start

When scrutineering has been carried out the participants have to line up at the beginning of the starting area in the proper starting sequence. Here the starting time will be entered by the ORGA-staff in the time cards. These have to be prepared by the participant in advance by filling in name and starting-number. On order the starting area may be entered. At the starting line the vehicle will be started by a countdown. From hereon driving with light is mandatory. Wearing a helmet and applying of safety harnesses is mandatory. For E1, E3, and E4 wearing a helmet is mandatory at all times when driving.

Participants who drive into the race-stage without starting permit act grossly negligent. As they do not appear on the participants-list they will not be expected at any checkpoints or at the finish-control and in case of doubt will not be missed.

### 2.2 Routing, Safety Regulations and Controllareas on Race-Stages

#### 2.2.1 Routing

The obligatory rallye-intinerary is to be found in form of a distance-log with roadbook-signs and GPS-coordinates in the roadbook. Distances in the dunes may be given as airline-distance.

GPS-coordinates transferred to the participants by data-transfer are merely a service by the ORGA. They should match with the coordinates in the roadbook but in case of doubt they are not binding.

The GPS-coordinates displayed in the roadbook have to be hit in any case. An approach of at least 100m ist true for „Waypoint hit“.

In case a participant has lost track he has to drive back in his own track to the last definitely identified roadbook-sign until orientation is re-established. By doing so it has to be observed that the rally-track never may be driven in the opposite direction for safety reasons.

Due to environmental changes or other reasons not all danger spots can be marked in the roadbook. Also broken down/crashed vehicles of participants, other vehicles, persons or animals may be in the track. Therefor the route has to be viewed. The driver must be able to avoid obstructions or bring his vehicle to a halt early enough.

The leaving of the rally-itinerary is prohibited. By doing so participants act grossly negligent and absolve the organiser from his custodial care.

### 2.2.2 Safety Instructions

In case of a vehicle breakdown oncoming participants have to be warned. This is especially important in the dunes to avoid rear-end-collisions and should be done by e.g. positioning the sandboards in an upright position or the emergency-flash-signal on an elevated spot.

The driver/crew of the disabled vehicle signals oncoming participants with the „HELP“-signal (red placard) that help is needed respectively with the „OK“-signal (green placard) that no help is needed.

The oncoming participant is obligated to pass on informations about accidents, technical breakdowns and other cases of emergency to the ORGA at the next CP (DK) or at the Finish Control (ZK). For that purpose the respective GPS-coordinates have to be put down.

The respective buttons on the tracking-systems have to be pressed immediately in case of a medical emergency and in case of a technical problem after investigation whether help by the ORGA is necessary. Should it turn out in the further course of the incident that medical assistance or help by the ORGA is no longer necessary, the vehicle may only leave its position when the alarm has been deleted in the tracking-system by pressing the “OK“-button.

For signalling emergencies in the dark, in addition red signal-rockets have to be fired vertically. 3 rockets should be fired in 5 minute intervals on the full hour. The use of satellite-phones is optional.

It is absolutely mandatory that participants stay with the disabled vehicle. Leaving the position is grossly negligent and absolves the organiser from his custodial care. It also can cause assistance or salvage-actions to be carried out only with delay.

### 2.2.3 Assistance

Assistance between participants is permitted. In cases of emergency, especially in medical emergencies assistance is mandatory. For medical assistance time-credits may be given on demand by the court of arbitration.

## 2.3 **Control Areas**

### 2.3.1 Passage Controls (CP or DK)

Passage controls will always be located on a GPS-coordinate noted in the roadbook. The CP might be marked in the roadbook as such. In any case the amount and positions (in a dune-area or not) of the CP's will be communicated at the drivers briefing. Will there be a time-limit (allowed time=VGZ) to reach a certain CP at least this CP will be published.

The beginning of a CP-area is marked by a yellow placard. Here speed has to be reduced considerably. At the red placard the time card has to be presented for stamping. After the allowed time (VGZ) for the last starter has elapsed the CP will be closed. For vehicles that approach a CP from the wrong direction the CP will be counted as “Omitted = not reached”.

The same applies for vehicles which reach a CP after their individual allowed time (individual starting-time + VGZ) has elapsed. These vehicles will finish the race-stage at the respective CP and follow the orders of the rally-staff.

For omitted = not reached CP's time-penalties will be issued.

### 2.3.2 Time Controls (ZK)

Time controls are always established at the end of a race-stage. They are always noted in the roadbook. Für jede ZK gibt es eine VGZ. The beginning of a ZK-area is marked by a yellow placard, here speed has to be reduced considerably. The time-check will take place at the yellow placard. Beyond the red placard the vehicle has to be stopped. The time-card has to be handed to the ZK-staff for entering the arrival-time. The orders of the GPS-readout-staff have to be followed. The ZK-area may only be left after the GPS-device has been read out. After the allowed time (VGZ) for the last started vehicle has elapsed, the ZK will be closed. For vehicles that approach a ZK from the wrong direction the ZK will be counted as “Omitted = not reached”. The same applies for vehicles which reach a CP after their individual allowed time (individual starting-time + VGZ) has elapsed. Participants who do not reach a ZK or do not arrive in time, have to report immediately at arrival to the ZK-staff or the race-director, hand over their time-card and get the GPS-device read out. Acting so enables a realtime scoring and avoids unnecessary search activities. Participants failing to report back act grossly negligent and have in case of doubt to burden the costs for any search and rescue activities.

For omitted = not reached ZK's time-penalties will be issued.

## 2.4 **Use of GPS, Evaluation and Results**

### 2.4.1 Use of GPS-devices(Global Positioning System)

Each vehicle has to be equipped with a GPS-device. The track-recording has to be activated and configured properly. The device in use must be capable of recording the complete track of a days stage. GPS-coordinates noted in the roadbook have to be approached minimum to a radius of 100 m by the participants. Leaving the vehicle with the GPS-device to reach a GPS-coordinate is unsportsmanlike and not permitted. At each ZK all GPS-devices will be read out. The participants are responsible for providing proper data-cables on board.

Can a GPS-device not be read out or is a track completely or in segments not traceable time-penalties will be issued. For each single not reached waypoints also time-penalties will be issued.

### 2.4.2 Evaluation of the Participants after a race-Stage

Each participant who reaches the ZK in time will have his arrival time entered in the time-card. In case two or more participants arrive with a distance of 10m or less between them the arrival time for those will be identical. From the starting-time and the arrival-time the time of driving (FZ) will be calculated. Eventual time-penalties will be added, time-credits will be deducted. The result is the ranking-time (WZ). Participants who did not start or have failed respectively have aborted a stage will be ranked on basis of the LTFZ (Time of the slowest participant arriving within the allowed time).

The participant with the shortest WZ is the winner of the stage.

### 2.4.3 Results

After each race-stage the results will be posted as preliminary results. From the time of posting on, there is a time limit of appeal of one hour. Will there be no appeal (Protest) the results will become final automatically.

All ranking-times of each participant -the ranking time of the prologue excluded- will be added daily and display the intermediate result of the overall-ranking. After completion of the last race-stage the participant with the shortest overall-time is the overall-winner of the rallye. The winners of the individual classes will be evaluated in accordance.

## 3. CLASSIFICATION, TECHNICAL MODIFICATIONS AND SAFETY-REGULATIONS

### 3.1 Classification and Requirements

3.1.1	Class E1	Enduros	- without spezial technical requirements - Safety requirements acc.to. 3.3: - Safety recommendation acc.to. 3.3 - Mandat.&Emergency Equip.acc.to 3.4	2;3;5 4 1;3;4;5;8;9;10;11;12
3.1.2	Class E3	Enduros with sidecars	- without spezial technical requirements - Safety requirements acc.to. 3.3: - Safety recommendation acc.to. 3.3 - Mandat.&Emergency Equip.acc.to 3.4	2;3;5 4 1;3;4;5;9;10;11;12;13
3.1.3	Klasse E4	Quads / ATVs (2x4 und 4x4)	- without spezial technical requirements - Safety requirements acc.to. 3.3 - Safety recommendation acc.to. 3.3 - Mandat.&Emergency Equip.acc.to 3.4	2;3;5 4 1;3;4;5;9;10;11;12;13
3.1.4	Class GB *	Buggys / Side by Side (2x4 und 4x4)	- without spezial technical requirements - Safety requirements acc.to. 3.3 - Safety recommendation acc.to. 3.3 - Mandat.&Emergency Equip.acc.to 3.44	1;3;6;8;11;17 4;5;14;18 1;3;4;5;6;7;9;10;11;12;13
3.1.5	Class GS	Offroad Cars (production cars)	- allowed techn. alterations acc.to. 3.2 - Safety requirements acc.to. 3.3 - Safety recommendation acc.to. 3.3 - Mandat.&Emergency Equip.acc.to 3.44	1;2;6 1;3;6;7;10;12;14;17 4;5;8;11;18 2;3;4;5;6;7;8;9;10;11;12;13
3.1.6	Class GM	Offroad Cars (upgraded)	- allowed techn. alterations acc.to. 3.2 - Safety requirements acc.to. 3.3 - Safety recommendation acc.to. 3.3 - Mandat.&Emergency Equip.acc.to 3.4	1;2;3;5;6;7;9;10 1;3;6;8;11;12;14;17 4;5;9;13;15;18 2;3;4;5;6;7;8;9;10;11;12;13
3.1.7	Class GP	Offroad Cars (Open Performance class)	- allowed techn. alterations acc.to. 3.2 - Safety requirements acc.to. 3.3 - Safety recommendation acc.to. 3.3 - Mandat.&Emergency Equip.acc.to 3.4	1;2;3;4;5;6;7;8;9;10;11;12;13;14 1;3;6;8;11;12;14;17;19 4;5;9;13;15;18 2;3;4;5;6;7;8;9;10;11;12;13
3.1.8	Class L1 **	Trucks up to 7,49 t empty-weight	- without spezialtechnical requirements - Safety requirements acc.to. 3.3 - Safety recommendation acc.to. 3.3 - Mandat.&Emergency Equip.acc.to 3.4	1;3;6;8;10;12;14;16;17 4;5;9;11;13;15;18 2;3;4;5;6;7;8;9;10;11;12;13
3.1.9	Class L2	Trucks from 7,5t empty-weight	- without spezialtechnical requirements - Safety requirements acc.to. 3.3 - Safety recommendation acc.to. 3.3 - Mandat.&Emergency Equip.acc.to 3.4	1;3;6;8;10;12;14;16;17 4;5;9;11;13;15;18 2;3;4;5;6;7;8;9;10;11;12;13
3.1.10	Adventure Class	all types of vehicles (incl. historical vehicles)	- without spezialtechnical requirements - Safety requirements acc.to. 3.3 - Mandat.&Emergency Equip.acc.to 3.4	6;10 2;5;6;7;8;12;13

\*... for the class GB always a maximum empty-weight of 999 Kg is applicable. Buggys, 4x4 and 2x4, will always be classified as "open performance class" vehicles from an empty-weight of 1.000 Kg on. The empty-weight is the real vehicle-weight without driver and co-driver, without equipment and with empty tanks. The empty-weight stated may not below the value stated fort he whole duration of the event. In cases of doubt the driver has to prove the vehicle-weight.

\*\* ... for trucks a minimum empty-weight of 2,8 tons is applicable. The empty-weight is the real vehicle-weight without driver and co-driver, without equipment and with empty tanks. The empty-weight stated may not below the value stated fort he whole duration of the event. In cases of doubt the driver has to prove the vehicle-weight.

### 3.2 Technical Alterations

- 1 altered shocks in serial dimensions with original mounting points with EC type approval or entered in the vehicle license
  - 2 altered springs in serial dimensions with original mounting points with EC type approval or entered in the vehicle license
  - 3 double-shock-suspensions or shocks with reservoir
  - 4 altered suspensions or suspension parts
  - 5 wheel Spacers with EC type approval or entered in the vehicle license
  - 6 changed tire/rim size entered in the vehicle license
  - 7 changed tire/rim size with road-approval acc. to ETRO-Norm, possible without entry in vehicles license
  - 8 special competition tires
  - 9 improved engine-performance
  - 10 body-parts in serial dimensions made of GRP or other special materials
  - 11 changes and special editions to body/Karosserieumbauten/Sonderbauteile
  - 12 Macrolon windowpanes
  - 13 tire-pressure installations
  - 14 Special-conversions (Axles, brakes, gears, auxiliary aggregates and so on), custom-built parts (Tubular chassis or similar)
- !!! all not described alterations are not allowed. In case of doubt contact organizer in advance

### 3.3 Safety Requirements

- 1 obligation of wearing helmets during competition
- 2 obligation of wearing helmets in general
- 3 helmets according to ECE-norm
- 4 helmets according to FIA-test-norm
- 5 Enduro-specific protectors for chest, shoulder and back gloves and boots
- 6 obligation of applying safety belts (harnesses) in general
- 7 3-point safety-belt
- 8 3- or 4-point harness
- 9 5- or 6-point harness
- 10 seat with head-rest/Sitz mit Kopfstütze
- 11 bucket seats
- 12 roll cage
- 13 safety cell
- 14 fire-extinguisher in the interior (min 2Kg)
- 15 FIA-homologized fire-extinguishing system
- 16 additional safeguard against unintentional tilting of tiltable drivers-cabins
- 17 adequate wheel-covers (wings) and mud-flaps at the rear-axle
- 18 FIA-homologized drivers-clothing
- 19 emergency switch for electric system inside and outside marked by a „Lightning“-sign

### 3.4 Mandatory- and Emergency Equipment

- 1 Fuel for a minimal range of 150 km
- 2 Fuel for a minimal range of 300 km
- 3 GPS-device
- 4 Tripmaster
- 5 On-board tool-set
- 6 recovery-strap in accordance with vehicle weight
- 7 minimum one sand shovel
- 8 Sandboards
- 9 Signalrockets, minimum nine cartridges „red“
- 10 Emergency flash-signal
- 11 reflecting insulation-blanket
- 12 minimum 1,5 l beverages per person
- 13 emergency rations for minimum one day

## 4. ENVIRONMENTAL PROTECTION

It has to be monitored that in extreme situations (roll-over) no fuel or oil can leak out. The fuel-tanks and the oil sump have to be protected against external damages (Underride guard). Filler-caps have to be replaced eventually by screw-on caps. Vehicle repair may only take place at the designated areas. Doing so the vehicle has to be placed on a large scale, fuel resistant component (tarpaulin). Accumulating harmful substances have to be collected and have to be disposed of at the technical service. Non-compliance of the environmental specifications may have the consequence of disqualification from the event.

## **5. ABATEMENTS**

### **5.1 Document-Check**

Before the race starts, start-numbers, the event-advertisement and the actual informations of the ORGA will be handed out to all drivers/teams. In this moment all drivers have to present their valid drivers-license unrequested. Co-drivers under 18 years of age present the formles permission by their legal guards. Beyond that each vehicle owner or his representative have to present the proof of a valid vehicle insurance on demand of the race director.

### **5.2 Scrutineering**

At the scrutineering it will be checked wether the respective vehicle has been registered in the proper class in accordance with the technical requirements. Besides that the comliance with the safety- and environment protection rules will be checked. The placing of the start-number placards and the mandatory advertisement will be checked. Scrutineering will take place as stated in the schedule and as posted.

During the scrutineering all teams have the chance to examine the vehicles of the competitors. On demand insight into the engine compartment has to be allowed.

### **5.3 Docket**

A docket will be provided for each team. This document has to be presented and get stamped at all activities the participant has to perform e.g. passport formalities, document-check or scrutineering. On demand of the ORGA the docket has to be presented at the scrutineering before the first race-stage. For the completion of all necessary entries the driver respective the team is responsible.

## **6. PROTESTS**

### **6.1 General**

Protests have to be filed as a basic principle in writing at the race-director. Each protest may contain only one complaint and may be filed only by one team.

### **6.2 Admission of Protest**

Only participants which had started to the particular race-stage have the right to file a protest.

### **6.3 Costs of Protest**

For protests in technical matters and against the classification the amount of 75 € have to be attached. For protests against the ranking there will be no charge. In case the protest is successful the charge will be refunded. In case the protest is lost, the protesting party has to pay the charge to the organizer and is responsible for all additional costs arising from that action.

### **6.4 Forms of Protest**

#### **6.4.1 Protests against Classification and in Technical Matters**

Protest against the classification of a vehicle have to be filed in writing until latest 1 h after end of scrutineering at the director of race. After expiry of this deadline a protest against the classification may only be filed in well-founded exceptional cases. Before the begin of any eventual dismountings the amount for doing so, which will be evaluated by the ORGA, has to be deposited by the protesting team. In case the protest is qualified the costs will be refunded.

#### **6.4.2 Protests against Time Measurement**

Protests against time measurement or because of faulty stamps in the time-card have to be filed latest until 30 min after the end of the race-stage.

#### **6.4.3 Protests against Ranking**

Protests against ranking, time-penalties or the days- or overall-result (eventually calculation- or transscription errors) have to be filed until latest 60 min after the results have been posted.

### **6.5 Deadlines of Protest**

After elapse of the respective deadline no more protests are admissible.

### **6.6 Arbitration of Protests**

All protests will be decided by the court of arbitration (Sportgericht) consisting out of the director of race and 2 members of the ORGA.

### **6.7 Appeal**

Against a spoken out decision of a protest no appeal can be filed.

## SUMMARY OF PENALTY-TIMES

### Late Start

10 min. Penalty-time for each commenced minute of delay

### Nonstart / Not Permitted to Start

LTFZ + 5h (WP-Penalty-times) + all DK- / ZK-Penalty-times + 2h

### Loss of Time-Card, DK-Proof possible by DK-Lists

1h Penalty-time

### Loss of Time-card, DK-Proof not possible by DK-Lists

LTFZ + 5h (WP-Penalty-times) + all DK- / ZK-Penalty-times + 1h

### Read-out of GPS-Device not possible

LTFZ + 5h (WP-Penalty-times) + all DK- / ZK-Penalty-times + 1h

### WP omitted (not reached)

30 min. Penalty-time per WP (max. 5h)

### DK omitted (not reached)

1h Penalty-time

### DK in the Dunes omitted (not reached)

3h Penalty-time

### DK - VGZ exceeded

LTFZ + Penalty-times for missed WP (max. 5h) / DK / ZK

### ZK omitted / not reached within VGZ

LTFZ + Penalty-times for missed WP (max. 5h) / DK + 1h (ZK-Penalty-time)

### More than 10 WP omitted

LTFZ + 5h (WP-Penalty-times) + Penalty-times for missed DK / ZK

### Salvaged by Sweeper

LTFZ + Penalty-times for missed (max. 5h) / DK / ZK + 1h

### Assistance by ORGA or Service

1h Penalty-time per assistance

## Translation and Explanation of important Abbreviations used above

DK ..... Passage-control or Check-Point (CP)...one or more DK's per race-stage

FZ ..... Driving-time ... Difference between start- and finish-line time (Arrival-time)

LTFZ ... Slowest participants driving-time ... Driving time of the slowest participants within the time limit

VGZ ..... Time-limit ... Time limit when a DK or the ZK has to be reached at latest

WP ..... Waypoint ... GPS-Waypoint according to the Roadbook

WZ ..... Ranking-time ... Driving-time of a participant plus or minus time-penalties or time-credits

ZK ..... Time-Control ... Time-measurement at the end of a race-stage

Status: 24<sup>th</sup> of Feb. 2010