



**317** JANUARY 2025



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**DREAM.  
DARE.  
LIVE IT.**

**SPORTS INFORMATION 2025**

# *THE DAKAR CLASSIC:* The spirit of yesterday, still an adventure!

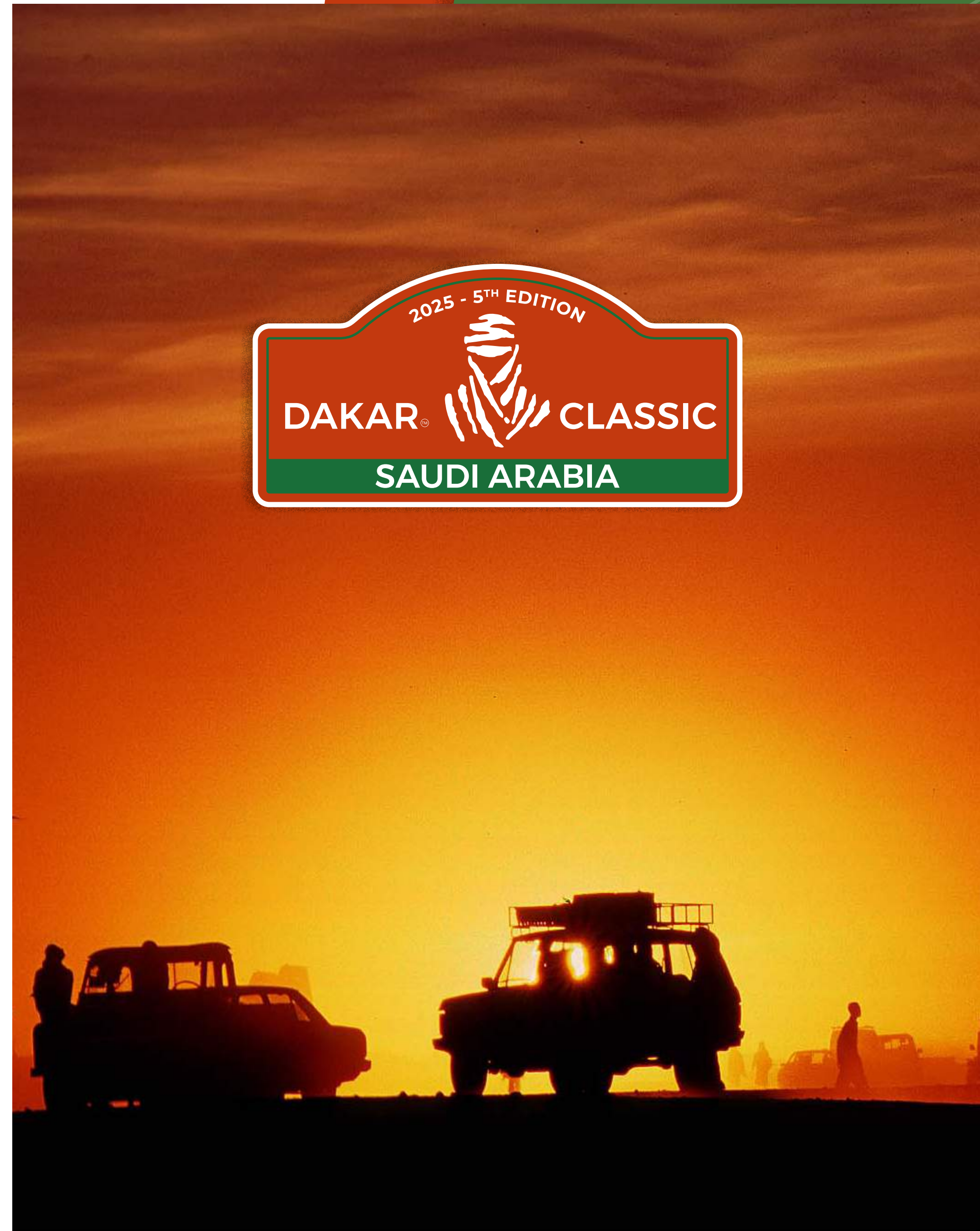


**13 January 1983 – 6:15 a.m.**

... It's time! Getting out of your warm blanket seems like a feat every morning – what am I doing here? Again last night, I need to sleep was stronger than the noises made by other groups and by the sound of hammers so familiar at night on a Dakar rally ... almost reassuring in fact...

I get out of the tent ... and amazingly the bivouac seems almost empty this morning, the guys are still on the track ... and what a track...! Arriving at the Agadez bivouac proved quite a challenge; today I can safely say I've experienced hell ... and am now asking for more. The sun is beginning to show, I swallow a few dates and some coffee. My good old HJ45 is there, unrelenting. Yesterday we won a battle, tomorrow we will win the war. One turn of the key, my trusty 6-cylinder drags itself out from its short break, unflinchingly. One last look at the bivouac, and here we go again ... what's in store for us today?

**A hero of Dakar 83**



# *THE DAKAR,* is thousands of stories, *why not yours?*

Experience it from the inside; be an actor and a spectator.

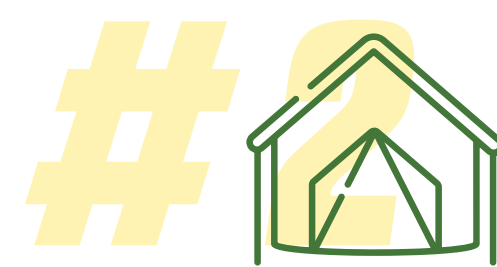
The toughest rally raid in the world is paying tribute to its history. But more than just a nod to the past, you will be participating in a real competition through a demanding regularity and navigation rally, worthy of its name...



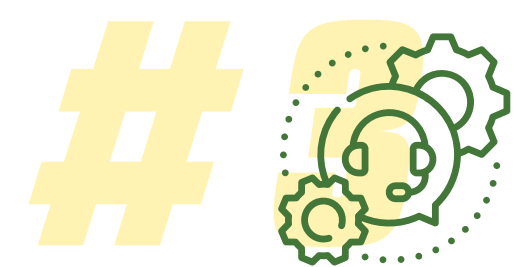
# Our commitments



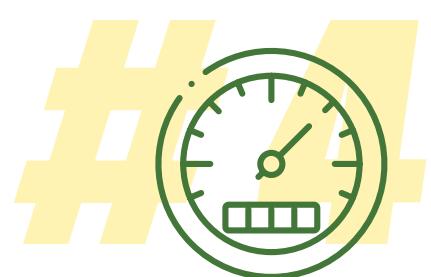
Accessible to **4x2** and **4x4** vehicles.



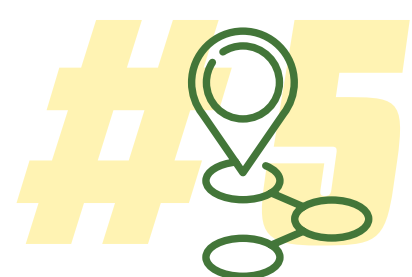
Bivouacs shared with the whole caravan. You will be in the **thick of the rally\***.



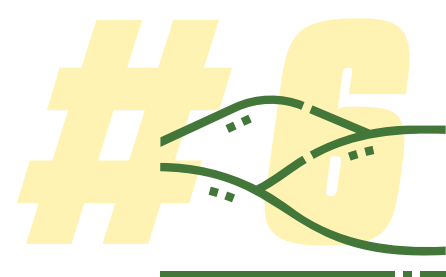
**Unique technical, medical and sports support and service.**



**Regularity** for the **pleasure of driving.**



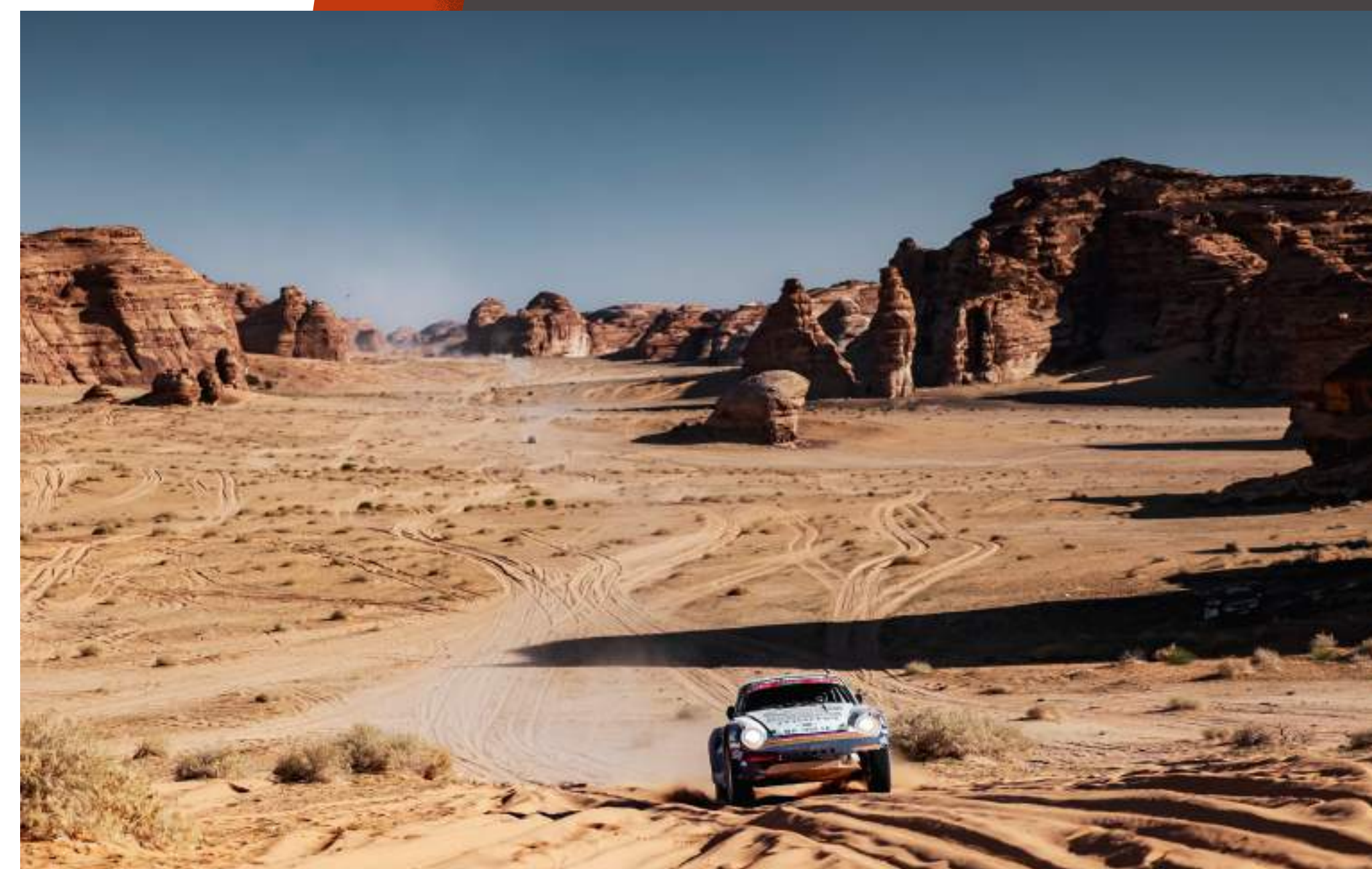
Speeds selected consistent with **the terrain.**



Some **real navigational** and **dune-crossing** zones for more action.



**Extensive media coverage.**



# Competition

The Dakar Classic is a regularity race, peppered with zones containing dunes to cross and some pure navigation. Vehicles with 4 to 8 wheels, **divided into 3 periods.**

- Period A** BEFORE 1986
- Period B** 1986/1996
- Period C** 1997/2005

No prerequisite is required to register, just a national regularity licence for the driver and co-driver(s).

## Regularity Test

### 1 Discipline - 4 Levels of performance

On sectors ranging from 10 to 100km, take on the track in search of the ideal time. At the start of the rally, you'll choose the average speed group best suited to your vehicle (speed groups H1-2-3-4).

The regularity tests are a set of average speeds that change according to the reality of the terrain.

## Navigation Test

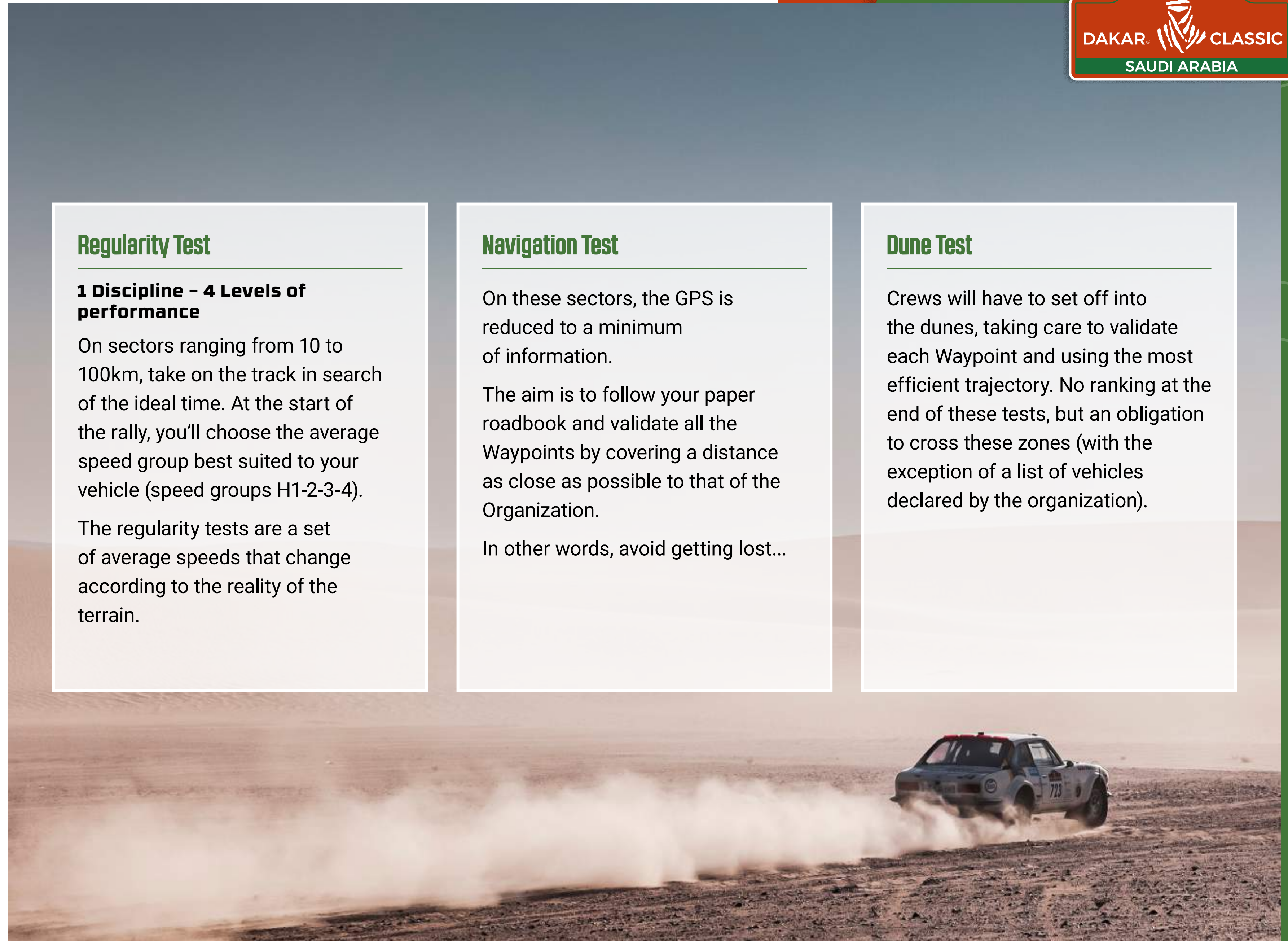
On these sectors, the GPS is reduced to a minimum of information.

The aim is to follow your paper roadbook and validate all the Waypoints by covering a distance as close as possible to that of the Organization.

In other words, avoid getting lost...

## Dune Test

Crews will have to set off into the dunes, taking care to validate each Waypoint and using the most efficient trajectory. No ranking at the end of these tests, but an obligation to cross these zones (with the exception of a list of vehicles declared by the organization).



# Technical rules

The Dakar Classic is a long-course competition and special attention should be paid to vehicle preparation.

There are additional requirements for category H4-High average speed.

Please consult the technical regulations on the [competitors.dakar.com](https://competitors.dakar.com) website for more information.



	GROUPS H1 (LOW AVERAGE), H2 (MODERATE AVERAGE), H3 (INTERMEDIATE AVERAGE)	GROUP H4 (HIGH AVERAGE)
<b>ROLL CAGE</b>	VINTAGE STANDARD, PHOTOS IN ASO DOSSIER TO BE PROVIDED	ATTACH PHOTOS TO THE ASO DOSSIER, STEEL WITH A MINIMUM DIAMETER OF 40 MM*
<b>HOMOLOGATED SEATS</b>	YES	
<b>HOMOLOGATED HARNESSSES</b>	YES	
<b>MANUAL FIRE EXTINGUISHER (2.4 KG)</b>	2	1
<b>AUTOMATIC FIRE EXTINGUISHER</b>	0	1
<b>WINDSCREEN</b>	LAMINATED GLASS	
<b>SHOCK ABSORBER ANCHOR POINTS</b>	VINTAGE STANDARD	
<b>SHOCK ABSORBERS</b>	FREE	
<b>NUMBER OF SPARE WHEELS</b>	2 MINIMUM	
<b>GEARBOX</b>	H PATTERN (NOT SEQUENTIAL) OR AUTOMATIC SHIFTER	
<b>FUEL TANK</b>	STANDARD, FREE	HOMOLOGATED FT3**
<b>FREE POWER STEERING</b>	YES	
<b>ENGINE</b>	LIBRE, MAIS CONFORME À L'ÉPOQUE	
<b>ELECTRONICS BOX UNIT</b>	LIBRE	
<b>DASHBOARD INSTRUMENTS</b>	D'ÉPOQUE	
<b>2 THIRD BRAKE LIGHTS</b>	YES	
<b>HOMOLOGATED HELMET</b>	YES	
<b>HOMOLOGATED OVERALL SUIT</b>	YES	
<b>HOMOLOGATED UNDERWEAR</b>	YES	
<b>HANS</b>	RECOMMENDED	
<b>NAVIGATION INSTRUMENTS</b>	FREE	
<b>ONBOARD INFLATE SYTEM</b>	PERMITTED IF FITTED ON PERIOD VEHICULE	
<b>CIRCUIT BREAKER</b>	YES, ONE INSIDE COCKPIT AND ONE OUTSIDE	

\* For Trucks, matching the period \*\*Aluminium for Trucks



# 30 Years of Track Rally Raids

Three decades of automotive history, covering real stages of the Dakar rally every day, regularly reaching 600/700 km, including half of the Regularity Test (RT) and Navigation Test (NT) and Dune Tests events counting for the ranking.

**At the end of the rally, the following will be rewarded:**

Top 3 <b>H1</b>	Top 3 <b>H2</b>
Top 3 <b>H3</b>	Top 3 <b>H4</b>
Top 3 <b>H1 Truck</b>	Top 3 <b>H2 Truck</b>
Top 3 in <b>general ranking</b>	1 <sup>st</sup> in <b>Challenge Iconic Classic Club*</b>
1 <sup>st</sup> in <b>Authentic Codriver Challenge**</b>	

\*Iconic Classic Club reserved for crews using vehicles that took part in the Dakar before 2006.  
 \*\*Authentic Codriver Challenge: reserved for crews without electrical regularity equipment.

## CAR GROUPS DISTRIBUTION TABLE

	LOW AVERAGE (H1) No Turbo	MODERATE AVERAGE (H2)	INTERMEDIATE AVERAGE (H3)	HIGH AVERAGE (H4)
	-15% Max	Base Orga	+15% Max	+30% Max
<b>PERIOD A (BEFORE 1986)</b>	OK	OK	OK	NO
<b>PERIOD B (1986-1996)</b>	OK	OK	OK	OK
<b>PERIOD C (AFTER 1996)</b>	NO	NO* Exept Leaf springs vehicles	OK	OK

## TRUCK GROUPS DISTRIBUTION TABLE

	LOW AVERAGE (H1t)	MODERATE AVERAGE (H2t)
	-15% Max	Base Orga
<b>PERIOD A (BEFORE 1986)</b>	OK	OK
<b>PERIOD B (1986-1996)</b>	OK	OK
<b>PERIOD C (AFTER 1996)</b>	OK	OK

# How can i get my equipment?

## Provided by the organisers

- > The Tripy-K system keeps time and displays a digital colour roadbook (power cable not supplied).
- > The Iritrack system is for efficient and secure tracking with the Organisers' PC (power cable not provided).
- > A paper version of the roadbook and official average speed tables.

## Your equipment

- > A reliable and readable stopwatch
- > An accurate odometer
- > Optional: specific regularity equipment.

On-board equipment is free within the limit of 2 devices maximum (not counting the repeater).

A minimum of equipment will allow everyone to get into the spirit of this regularity race, where cooperation between the driver and co-driver is more essential than ever, and enjoy the great satisfaction of avoiding the pitfalls of the track and average speeds...





# ASSISTANCE

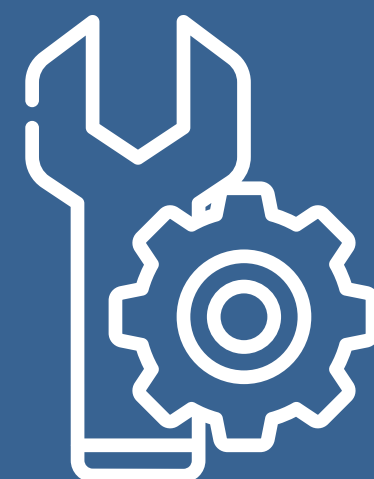
Assistance at the Dakar Classic follows the Dakar rules in every way.

A sweeper truck belonging to the organisers will close up the track every day.

For any “in-race” assistance, vehicles must meet the same eligibility criteria (pre-2005) and will join the classification.

Trucks must compete in H1 and H2 and leave every morning after the cars.

A specific trucks ranking will be established. If a vehicle stops for a long time on the track or exceeds a time limit, it may continue on the track but will be considered outside the time limit for the rest of the stage.





# Guaranteed dakar experience



Any vehicle that has been abandoned for mechanical reasons may re-join the race after repair, verification of technical compliance and application of penalties for each checkpoint and RT/NT not completed.

The Organisers' PC will monitor your position 24 hours a day.

In the event of a problem, you may communicate with the Organisers.



# Useful contacts

## REGULATIONS, EQUIPMENT, SPORT

**Pierre Lenfant** | plenfant@aso.fr  
**David Serieys** | dserieys-ext@aso.fr

## REGISTRATION-BUDGET

dakarcompetitors@aso.fr

## DOCUMENTS

<https://competitors.dakar.com/fr/reglements>

## TECHNICAL REGULATIONS, CHOICE OF VEHICLE

**Thierry Viardot** | tviardot-ext@aso.fr

## VIP PACKAGE, HOTEL PACKAGE, TRANSFERS, PLANES

**Laurence Avigo**  
lavigo@aso.fr or vso@aso.fr



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