

UAE DESERT CHALLENGE 2001 SUPPLEMENTARY REGULATIONS

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ARTICLE 1P DEFINITION

A Cross Country Rally is a sporting event, the itinerary of which covers the territory of one or several countries. The organisers must obtain the agreement on the ASNs of the countries crossed and of the FIA for those countries, which are not represented at the FIA. The total distance must be between 2,000km (in the world cup) or 1,200km (not in the world cup) and 5,000km, and the event must last for no more than 10 days.

The UAE Desert Challenge Cross-Country Rally is a restricted international event of approximately 2,200km, including approximately 1,925km of special stages. The UAE Desert Challenge is the 9th round of the 2001 FIA World Cup for Off-Road Rallies.

1P1 Organisation

The organising of the UAE Desert Challenge is undertaken by the Organising Committee of UAE Desert Challenge Ltd., with the approval of the National Sporting Authority for the UAE, The Automobile & Touring Club and in compliance with the International Sporting Code [and its Appendices] of the Federation Internationale de l'Automobile (FIA), the Standard Regulations for Cross Country Rallies, and the present Supplementary Regulations and subsequent Bulletins.

The present regulations have been approved under **Visa No: 9RTT230701** dated **23/07/2001**.

The rally will be twinned with a motorcycle event in the FIM series for World Cup for Off-Road Rallies and, therefore the required interval of 30 minutes between the Cross Country event and the motorcycle event will be observed. Separate supplementary regulations for the motorcycle event are available from the organisers.

1P2 Rally Schedule & Programme

Opening date for entries	Sun 1 st July 2001	
Closing date for entries	Tue 25 th September	1800
Documentation/Administration	26 th October 2001	10.00 – 18.00
	27 th October 2001	09.00 – 18.00
Scrutineering/Technical Checks	Sunday 28 th October	07.30 – 17.00
Publication of Authorised Starting List	Sunday 28 th October	(18.45)
Prologue	Monday 29 th Oct	Dubai
Issuing of Road Book for Leg 1		18.00 Hyatt
Prologue Results and Leg 1 Start List		19.00 Hyatt
Official Rally Start	Tue 30 th Oct	Abu Dhabi
Start of Leg 1		Manasir Plateau - Liwa
Issuing of Road Book for Leg 2		18.00 Rally HQ – Liwa Hotel
Leg 1 Provisional Results/ Leg 2 Start List		19.00 Bivouac – Liwa Hotel
Start of Leg 2	Wed 31 st Oct	Rub Al Khali –Eastern Region
Issuing of Road Book for Leg 3		18.00 Rally HQ – Liwa Hotel
Leg 2 Provisional Results/ Leg 3 start List		19.00 Bivouac – Liwa Hotel
Start of Leg 3	Thu 1 st Nov	Rub Al Khali - Western Region
Issuing of Road Book for Leg 4		18.00 Rally HQ – Liwa Hotel
Leg 3 Part. Official Results/ Leg 4 Start List		19.00 Bivouac – Liwa Hotel
Start of Leg 4	Fri 2 nd Nov	Raml Al Buhuth – Ghantoot
Rally Finish at end of Leg 4		Ghantoot
Final Technical Checks		from 14.00
Leg 4 / Final Provisional Classification		19.00 Hyatt
Prize-Giving Ceremony & Gala Dinner		20.30 Hyatt
Rally HQ and Official Notice Boards	Fri 26 th - Mon 29 th	Hyatt Hotel
	Tue 30 th – Fri 2 nd	Liwa Hotel
	Fri 2 nd	Hyatt Hotel

1P Organising Committee

Chairman
 Mohammed Ben Sulayem
 Kevin R. Monaghan
 Hilary Monaghan
 Moaz Sawaf
 Jacques Skayem
 Col. Dagash Al Jabri

1P4 Address of the Permanent Secretariat

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 e-mail: rallyuae@emirates.net.ae
 Web: www.uaedesertchallenge.com.3

1P5 International Liaison Officers

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<p>JAPAN Contact: Shusei Yamada / Tani Cheiko Adventure 35 5-23-32 2A Nagai Building, Kitaeawa Setagaya, Tokyo 155-0331 Tel/Fax: +81 03 3460 4222 e-mail: adven35@fsinet.or.jp</p>	<p>NETHERLANDS Contact: Ed Heuvink Medium Centrum Utrecht Hengeveldstraat 29, 3572 KH Utrecht Tel: +31 3027 22133 Fax: +31 3027 22632 e-mail: info@heuvink-consulting.nl</p>
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1P6 Officials of the Rally

FIA Observer	Juan Esteve
ASN Observer	Samir Haddad
Chairman of the Stewards	Derek Ledger
FIA Steward	Marco Poponi
ASN Steward	Mohammed Bin Saifan
Race Director/Clerk of Course	Kevin R. Monaghan
Assistant Clerk of Course	Andy Nettleton/Gary Wheeler
Safety Delegate	Col. Dagash Al Jabri (UAE Armed Forces)
FIA Technical Delegate	Ezio Sisti
Chief Technical Scrutineer	Steve Bijok
Chief Medical Officer	Dr. Peit Tampere
Competitor Relations Officer	Elie Semaan
International Press Officer	tba
Route Verification Team	Moaz Sawaf/Malcolm Godbold
Logistics Team	Heidi Struiksma, Sue-Sharyn Ward
	Richard Wallace, Judy Wallace,
	Malcolm Godbold, Gary Wheeler, Richard Taylor
	by red tabards
Post Chiefs Identified	

ARTICLE 2P TERMINOLOGY

Briefing: The briefing, must be given by the Clerk of the Course, **or**, his deputy and the participation of the drivers is compulsory. The text of the briefing regarding safety must also be set out in writing and be posted on the official notice board.

Leg: Each part of the event is separated by a stopping time of at least 6 hours. Time controls are compulsory between the finish of the last Selective Section and the entrance to the Bivouac, and from the departure of the Bivouac to the start of the first Selective Section the next day.

Navigation leg/zone: Leg/zone with a route, which cannot be strictly defined, to be run with or without a Road Book (full or partial) and/or by the map. Passage Control points which can be easily and precisely located in the field using material references shall be indicator geographically (latitude and longitude), cartographically (coordinates) or representatively (kilometres and drawings) in the Road Book and/or on the map, and mentioned as such.

FIA Technical Passport: Document issued by the competitor's ASN and authenticated by the FIA technical delegate or the scrutineers in charge of the event, who identifies the presented vehicle. This passport must be presented on demand of the scrutineers.

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

Selective Section: Speed test in real time Selective Sections may be run over a course exclusively reserved for the competitors of the Cross-Country Rally. This provision must be indicated in the supplementary regulations of the Cross-Country Rally.

Team Manager: The declared and approved representative of a team entering at least two vehicles, with a competitor's licence issued in the name of his team.

Target Time: Each Road Section must be covered in a target time, which the competitors must respect. Any crew exceeding this target time will incur a penalty given to the minute.

Maximum time allowed: Time greater than the target time allocated for each Selective and/or Road Section. Any crew exceeding this time, without any tolerance, will receive a penalty ranging from the fixed penalty to exclusion. At that moment the control is closed for the competitor concerned. Changing of the maximum time allowed: In Cross-Country Rallies and Marathon Cross-Country Rallies, if for a given Selective Section the best time set is more than 15% longer than the estimate time foreseen by the organiser in the scheduling of the Time Controls, the set maximum time allowed will be increased by a percentage identical to that by which the estimated time was exceeded, rounded up to the nearest number of hours.

Example:		
SS km 458:	Estimated time of the 1 st	5 h 45'
	Maximum time allowed:	13h 00'
	Best time:	6h 58' 58"
	Additional percentage:	21.45%
	New maximum time allowed:	16h 00'

Other particular cases will be submitted by the Clerk of the Course and dealt with by the Panel of Stewards.

For the FIA World Cup for Cross-Country Rallies only, this percentage system will not be automatic but will be left to the decision of the Panel of Stewards on the proposal of the Clerk of the Course.

Real time: Time actually taken to cover the route of a Selective Section.

Regrouping: Stop scheduled by the organisers to enable the theoretical times to be observed on the one hand, and on the other, to regroup the crews still in the event. The stopping time may vary according to the crews.

Neutralisation Period: Time during which the crews are stopped by raced control.

Parc Fermé: Zone in which no repairs or intervention is possible, except in the cases expressly provided for by these Standard Regulations. Bulletin: Official bulletin, which is an integral part of the regulations of the Cross-Country Rally and is intended to modify, clarify or compliment them. These bulletins are numbered, dated and signed by:

- ♦ organisers up until the day of the Scrutineering, and stamped by the ASN and the FIA.
- ♦ Panel of the Stewards of the Meeting throughout the Cross-Country Rally. Crews must confirm receipt thereof by signature. Any bulletin must be in writing and posted at the control post and on the official notice board.

Information note: Information given by the organisers and/or the Rally Control to the competitors who, after reading it, must confirm this by signature.

Time Card: Card intended for the stamps, in chronological order, of the different control points scheduled on the itinerary.

ASN: National Sporting Authority.

Bivouac: (Cross-Country Rallies and Marathon Cross-Country Rallies) 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, as is any servicing authorised by the supplementary regulations of the event.

- ♦ an official notice board (located in the hotel facilities)
- ♦ a "time cards box" (located in the hotel facilities) which will be operational after the closing of the time control for the finish of the leg (the finish control is optional). Servicing in a closed and/or private place is not authorised. 1st infringement: 50% of the fees, 2nd infringement: fixed penalty, 3rd infringement: exclusion. The organiser may set up bivouac with regulated servicing, for which the procedure shall be described in the supplementary regulations.

Signposting: In Bajas only, signposting is not considered as servicing or outside help.

Fixed Penalty: A fixed penalty has been created to replace certain sanctions leading to exclusion or disqualification for failing to respect certain clauses of the regulations in a traditional Cross-Country Rally. It allows the penalised competitor to continue in the Cross-Country Rally in normal competition conditions although being severely sanctioned. The fixed penalty is expressed in a time which is added to the penalties already incurred by the competitor in specific cases listed in the Supplementary Regulations. The fixed penalty is set by the organisers and may be of a different figure for each Selective Section, Road Section or Passage Control, calculation according to the profile and difficulty of each of these. The fixed penalty for each Leg will be calculated by adding together the maximum time authorised for the Selective Sections(s) or Road Section(s) not covered, increased by the fixed penalty for the missing Section(s), as well as for any missing Passage Controls.

ARTICLE 3P REGULATIONS

A Cross-Country Rally is disputed in conformity with the:

- ◆ Sporting Code of the Fédération Internationale de l'Automobile
- ◆ Specifications defined by the FIA for Cross-Country Rallies
- ◆ Standard Regulations
- ◆ Supplementary regulations for the Cross-Country Rally.

3.1 The Clerk of the Course is charged with the application of the regulations during the running of the Cross-Country Rally.

3.2 Any protests concerning this application or any case not provided would be studied by the Panel of Stewards of the Meeting who alone have the power to decide.

3.3 Any amendment or any additional provision will be announced by dated, numbered and signed information bulletins, which will be an integral part of the regulations, and will be posted on the official notice board of the Cross-Country Rally. They will also be directly communicated to the crews, who must sign for it.

3.4 Blames or fines will be imposed for any offence, which is not of a sporting nature (e.g. arriving late at Scrutineering, etc.).

ARTICLE 3P1 LANGUAGES

In the event of differences in interpretation of these regulations the **ENGLISH TEXT** alone will be considered as binding.

ARTICLE 3P2 CONTINGENT RESPONSIBILITY

Each competitor is reminded that he is jointly and severally responsible for his or her service teams and accompanying persons. Any infringements of the regulations, as published by the FIA and the organisers, that are officially observed, as well as use of unauthorised equipment - whether or not this has a direct or indirect influence on the results or sporting running of the event – will be judged by the Panel of Stewards of the Meeting who will be entitled to decide as far as the exclusion from the event of the competitor(s) involved, directly or indirectly.

ARTICLE 4P ELIGIBLE VEHICLES

4P1 Categories of Cars & Trucks Admitted

Cross-Country Rallies are open to vehicles of a maximum gross weight of up to 3,500kg for Groups T1, T2 and T3 and greater than 3,500kg for Group T4, in due possession of a registration certificate. These vehicles must comply with the safety specifications laid down by the FIA regulations and by these regulations. The vehicles shall be split up into the following categories:

Group T1: Production Cross-Country Cars**Classes**

- 1.1 Petrol-engine production cross-country cars
- 1.2 Diesel-engine production cross-country cars
- 1.3 Petrol-engine "Marathon" cross-country cars
- 1.4 Diesel-engine "Marathon" cross-country cars

Group T2: Improved Cross-Country Cars**Classes**

- 2.1 Cross-Country Improved series – petrol
- 2.2 Cross-Country Improved series – diesel

Group T3: Prototype Cross-Country Cars**Classes**

- 3.1 Prototype 4WD – petrol
- 3.2 Prototype 4WD – diesel
- 3.3 Prototype 2WD – petrol and SCORE US regulation vehicles

Group T4: Series Production Cross-Country Trucks (over 3.500kg)**Classes**

- 4.1 4 x 4 Trucks
- 4.2 6 x 6 Trucks

The organisers reserve the right to amalgamate the classes if less than four (4) entries are received in any specific class.

Marathon Category

See Appendix 2 of the FIA Standard regulations for specific requirements for this category.

Standard Non-Homologated Cars

Standard cars, which are not homologated in Group T1, or not any more homologated, may take part in the event in Group T3, with a T1 safety and preparation level, but must fully respect Article 284 (Group T1) in Appendix J. Standard Non-Homologated Cars will not qualify for points in the FIA Cross-Country World Cup or for certain prizes and awards.

ARTICLE 5P CREWS

The first driver named on the entry form will be held responsible for all the liabilities and obligations of the entrant throughout the whole rally.

Crews made up of 1, 2 or 3 members are eligible to take part. In the case of a crew with three members, unless all of them are seated in the front, the vehicle must have four (4) doors fitted with transparent windows. All members of the crew (1 to 3) must have valid FIA competition licences.

The full crew must be onboard the vehicle throughout the entire duration of the rally. If one member retires or, if a third party is admitted on board (unless this is to transport an injured person) the vehicle shall be excluded.

Any incorrect fraudulent or unsporting action by a competitor or crew member will be judged by the panel of stewards who may impose penalties.

ARTICLE 6P COMPETITOR RELATIONS OFFICER

The Competitor Relation Officer must be easily identifiable and be present at administration and scrutineering checks at the start and finish of legs and regrouping. To inform the crews and ensure permanent communication with them. To give accurate answers to all questions asked.



ELIE SEMAAN

ARTICLE 7P ENTRIES

See Article 7 of FIA Standard Regulations

All persons taking part in the UAE Desert Challenge 2001 are the guests of the country and its population. They must consider themselves as such and behave accordingly. Any breach of the rules of courtesy and respect for others, in any form whatsoever and towards any person, shall be punished by penalties, which may go as far as exclusion from the event, imposed by the Panel of Stewards of the Meeting,

ARTICLE 7P1 Eligible Competitors

- ♦ Any person over 18 years of age, holding a FIA international driver's licence for 2001 relating to the event and a driving licence corresponding to the entered vehicle is eligible by invitation.
- ♦ The organisers reserve the right to refuse the entry of a driver, co-driver, competitor or entrant without having to give reasons for this refusal (Article 74).
- ♦ Any person wishing to take part in the 2001 UAE Desert Challenge must send his/her entry application to the organiser of the rally with the requested documents.
- ♦ **IMPORTANT:** In order to be taken into consideration the enclosed entrance application must be completed and stamped by the competitor's ASN and accompanied by the fees mentioned by the required date.
- ♦ For vehicles in Group T4, the competitor must enclose photocopies of the first page of the ratification document T4 FIA, failing which his entry will be refused.
- ♦ Competitors accepted will receive a letter of confirmation and a receipt for the payment received. Any balance payments due to the organisers must then be paid by the due dates shown in the table attached.

ARTICLE 7P2 Entry Fees

UAE / Gulf / Middle East Entrants Dhs 1,000 + Bivouac Fees of Dhs 700.00

Prices quoted are in US\$ * Deal direct with shipping agent if one way shipping is required		Basic entry Fee		Return Shipping from Genoa	* One Way Shipping (approx)
		Rec'd before 7 th Sept 2001	Rec'd after 8 th Sept 2001		
Cars	Private O/Seas	3,250.00	4,250.00	1,400.00	700.00
	Manufacturer	7,300.00	8,300.00		
Trucks	Trucks	3,750.00	4,750.00	7,600.00	3,800.00

Team Entries - per car Dhs 600.00 (US\$ 165), maximum. 5 cars / minimum 3 cars

INCLUDED IN THE BASIC ENTRY FEE

CARS	TRUCKS
<ul style="list-style-type: none"> ⌚.....Fuel during the event (NOT AVGAS) ⌚.....2 x 3 nights bivouac ⌚.....2 x water rations ⌚.....2 x emergency rations ⌚.....2 x gala dinner tickets ⌚.....2 x UAE entry visa (if required) ⌚.....Ports/customs clearance charges if using organiser shipping 	<ul style="list-style-type: none"> ⌚.....Fuel during the event (NOT AVGAS) ⌚.....3 x 3 nights bivouac ⌚.....3 x water rations ⌚.....3 x emergency rations ⌚.....3 x gala dinner tickets ⌚.....3 x UAE entry visa (if required) ⌚.....Ports/customs clearance charges if using organiser shipping

NOT INCLUDED IN THE BASIC ENTRY FEE

CARS	TRUCKS
<ul style="list-style-type: none"> ⌚.....FIA Compulsory GPS ⌚.....FIA Compulsory emergency beacon ⌚.....Ports/customs clearance charges if NOT using organiser shipping 	<ul style="list-style-type: none"> ⌚.....FIA Compulsory GPS ⌚.....FIA Compulsory emergency beacon ⌚.....Ports/customs clearance charges if NOT using organiser shipping

Additional Charges

Bivouac pass	USD \$192.00	
Additional set of service plates and books	USD \$200.00	
Visa's for non competitor/service	USD \$50.00	(after 19 th October USD \$ 100.00)

Entry Fees will be refunded in full:

- ♦ To applicants whose entry has not been accepted
- ♦ In case of the rally not taking place

(The organisers may refund 50% of the entry fee to those competitors, for reason of 'force majeure' duly certified by their ASN, who unable to start the rally).

ARTICLE 7P3 Payment

Bank Transfer	Account Name:	UAE Desert Challenge
	Account Number:	01-50-46128-5
	Bank Name:	National Bank of Dubai
	Address:	P. O. Box 777, Dubai, United Arab Emirates
	Answer:	45421 NATNALEM
	Swift Code:	NBDUAED

Please fax a copy of the bank transfer form for reference and reconciliation purposes (+971 4 2666996). The registration form will only be accepted if accompanied by the relevant entry fees, or a receipt issued by the competitors FMN.

ARTICLE 8P IDENTIFICATION & MARKING

- 8.1 The Organising Committee shall supply each crew with 2 plates and 3 race numbers.
- 8.2 Throughout the duration of the Cross-Country Rally, the plates must be affixed, vertically, in a visible location at the foremost and rearmost points of the vehicle.

- 8.3 They must bear the race number, the name of the event and, where applicable the name of the organiser's main sponsor. In no case should they cover, even partially, the vehicle licence plates.
- 8.4 The race numbers must appear on both sides of the vehicle and on the roof during the whole Cross-Country Rally and be legible from the rear. At any time during the Cross-Country Rally, the absence or faulty positioning of a race number or a plate will incur, on certification, a cash penalty equivalent to 10% of the entry fees. The absence or faulty positioning of 2 or more race numbers and/or plates at the same time shall result in a cash penalty equivalent to 20% of the entry fee.
- 8.5 The names of the 1st driver and his co-driver(s) plus their national flags of a height of 30-50 mm, must appear on both sides of the front wings or doors of the vehicle. Any vehicle failing to comply with this rule shall be subject to a cash penalty, on certification, equivalent to 10% of the entry fee.
- 8.6 A specific sheet, considered as an "identity card", bearing recent identity photos and the signatures of the crew members, and all the particulars of the vehicle, must be affixed to the vehicle throughout the entire duration of the event; failure to do so shall result in a cash penalty equivalent to 10% of the entry fee on first certification, and exclusion for a second offence. This card shall be placed in the lower right-hand corner of the windscreen or on the bodywork near to the location provided for above (Format: 150 x 100 mm +/- 20), or on the rear of the rear side window.
- 8.7 The members of the crew will be recognisable by means of identifications signs (bracelet, badge, etc.). Any breach noted by an official will result in a cash penalty equivalent to 10% of the sum of the entry fee.
- 8.8 At any moment, the chassis and engine block, which have already been marked during the pre-race checks, or any other part, may receive selective marking.

Marking and Sealing

Groups T1 – T2 – T3 – T4:

For all groups the competitor must provide a previously drilled hole with a minimum diameter of 1.5mm, allowing the passage of the sealing wires, in the following parts: -

- Engine block
- Body shell and/or chassis (for sealing and/or marking with paint or an engraving tool).

Marathon Category

See Appendix 2 in FIA Standard Regulations

VERY IMPORTANT: These holes must be easily accessible to the Scrutineers so they can seal the parts without difficulty. Should a competitor present his vehicle for scrutineering without already having drilled the holes for sealing, and without sealing wires as specified in the regulations, he may not be allowed to start.

The lead sealing and its durability are the entire responsibility of the competitor. At Scrutineering competitors may request a part to be sealed more than once for greater security.

Specific sealing protections may be provided by the competitor but must be authorised by the scrutineers.

The absence, whether advised or not by the competitor, of an identification mark or seal will give rise to disqualification of the Marathon competitor, but after decision by the Panel of Stewards of the Meeting, the competitor will be allowed to continue the rally in Group T1. The Panel of Stewards will determine the penalty.

ARTICLE 9P1 STARTING ORDER

9P1 Prologue

The Prologue - Monday 29th October will not count for General Classification. The start order for the Prologue will be in order of competition numbers, with a minimum of 1 minute between the starts.

9P2 Starting Order

The starting order for Leg 1 will be determined by the finishing order of the Prologue. The first five positions at the start of Leg 1 will be allocated to the 5 fastest drivers in the Prologue. Only the winner of the Prologue may choose his position among these first five places. From 6th place onwards the start order will be in accordance with the finishing order of the Prologue.

The Official Rally Start in Abu Dhabi will be minute by minute. The start intervals for the SS1 and subsequent Legs will be in accordance with Standard Regulations, with the first 10 seeded drivers starting at 2 minute intervals and the rest at 1 minute intervals. There will be a 10 minute interval between the start of the last car and the start of the first T4 truck on every Special Selective. Trucks will start at 1 minute intervals.

The starting order for Legs 2, 3 and 4 will be determined by the provisional, or semi-partial, results of the previous Leg.

9P3 Official Time

Official Rally Time will be taken from Channel 4 FM (104.8) and a clock will be on display at documentation.

ARTICLE 10P ROAD BOOK

See Article 10 of FIA Standard Regulations.

10P1 Itinerary

All crews will be issued a Road Book for each Leg and this will identify the Passage Controls that must be visited, failing which a penalty as far as exclusion could be applied. Road Books will be issued as per details in Article 1P2.

The Road Book, together with a map, will indicate the route for the Leg (including Road Sections, Special Selectives and Passage Controls) geographically, using GPS references of latitude and longitude, and representatively, using drawings and kilometres. The Road Book will also include comprehensive Briefing Notes on points relevant to the route.

As all competitors must be equipped with GPS, they cannot be unaware of their position in relation to the official route, as indicated by the road book provided by the organisation. Therefore they are forbidden to deviate more than 2 km from the official itinerary, subject to a penalty decided by the Panel of Stewards of the Meeting which could go as far as exclusion.

A 'marked' map in the Road Book as issued to all competitors shows certain roads on each Leg that are 'Out of Bounds'. Any competitor reported by an official of the rally to be driving on an 'Out of Bounds' road will be subject to a penalty decided by the Panel of Stewards of the Meeting which could go as far as exclusion.

10P2 Camel Farms

Whilst the route generally avoids being in proximity of camel farms, competitors are advised when driving in the vicinity their speed should be restricted to 50 km/h maximum. Crews must take every precaution to minimise the nuisance and disturbance to all forms of livestock at all times.

10P3 GPS

All competitors will be issued with an organisers' FIA approved GPS at a cost – payment to be made at documentation.

10P4 Road Book Verification

A Road Book verification team will drive the route 48 hours in advance of the rally. Any modifications to the road book as a result of the route verification will be issued to all competitors as a Bulletin, to be signed for by each crew, and mentioned at the evening briefings. Representatives of the entrants may accompany the route verification team, using their own vehicle(s), for a fee to be paid to the organisers, at least one month before the event starts.

10P5 Daily Briefings

It is compulsory for all crews to attend the following official Briefings conducted by the Clerk of Course.

1. General Briefing – Monday 29th October – Premier Night Club, Hyatt Hotel – 18.30hrs
2. Daily Briefings – 30th, 31st October and 1st November at the Liwa Hotel Dining Area (outside) – 20.00hrs.

ARTICLE 11 TRAFFIC

See Article 11 of FIA Standard Regulations

Competitors must respect the Traffic Laws of the country. Any infringements officially reported via the local police to the organisers may result in the following penalties imposed by the Panel of Stewards of the Meeting: -

1 st infringement	Dhs 500
2 nd infringement	1 hour penalty
3 rd infringement	exclusion

In Special Selectives when passing close to Camel Farms competitors must reduce speed to a maximum limit of 50km/h. Any report submitted by an official Judge of Fact may result in a penalty imposed by the Panel of Stewards of the Meeting that may go as far as exclusion from the event.

11P1 Exceptional Halts

No time will be deducted from the race time for exceptional halts, whatsoever the reason (e.g. momentary assistance rendered to an injured person, or a stuck vehicle, etc.)

11P2 Fuel Range

All vehicles must have sufficient fuel range at least to cover 300 kms between official refuelling points. An extra safety margin of 10% is recommended. Free fuel (petrol and diesel) for competitors only, will be available at the overnight Bivouac halts at the end of Legs 1, 2 and 3.

ARTICLE 12P ASSISTANCE/SERVICE

See Article 12 of FIA Standard Regulations

12P1 Restrictions of Movement of Service Vehicles

The movement of service/assistance vehicles is strictly controlled and is forbidden along the route of any Special Selective, except for those areas designated as Service Areas in the Road Book and Service Information Book. For any infringement of this rule a penalty of up to and including exclusion from the event may be imposed by the Panel of Stewards of the Meeting on the competitor for whom the transgressors are servicing.

12P2 Distance between Service Halts

The distance from the start of a Special Selective and a service halt, and between service halts on the route, and between the last service halt and the finish of the Special Selective.

12P3 Assistance Between Competitors

Assistance between competitors still competing in the event is permitted throughout the route (with the exception of 'parc ferme' rules).

12P4 Bivouac Service

A speed limit of 30km/h will be observed within the above stated zone. If any infringement of this rule is reported the Panel of Stewards of the Meeting will impose a penalty, up to exclusion from the event.

ARTICLE 13P INSURANCE

See Article 13 of FIA Standard Regulations

13P1 Third Party Liability

The entry fee includes competitor cover for Civil Liability towards Third Parties. The insurance cover will come into effect from the start of the Prologue stage and will cease at the end of the event or at the moment of retirement, disqualification or exclusion.

This cover provides for a maximum liability, in respect of any one claim or series of claims resulting from one accident, of Dh 10,000,000.

Damages on rally and/or service cars as well as the liability of a crewmember towards other crewmembers of the same car, **are not** covered by the insurance provided by the organisers.

Service vehicles, even those bearing special plates issued by the organisers, may never be considered as official participants in the event. Therefore, they are not covered by the insurance policy of the event and remain the sole responsibility of the driver and/or owner.

13P2 Accident Reporting

In the event of an accident, involving a Third Party, the competitor, or his representative must immediately call the local Police and make a statement as to the circumstances. In addition, the competitor, or his representative, must make a written statement, at the latest within 24 hours to the Clerk of Course or his Deputy, indicating the circumstances of the accident as well as the names and addresses of witnesses. In the event of an accident the competitor and/or his beneficiaries release the organisation of the event from all responsibility and renounce any claim against the organisation and/or its representatives.

ARTICLE 14P ADVERTISING

See Article 14 of FIA Standard Regulations.

14P1 Prohibited Advertising

Competitors must respect the UAE law that prohibits the advertising of all alcohol products.

14P2 Compulsory Advertising

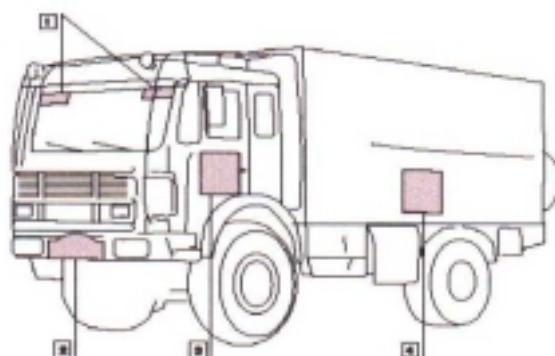
The organisers will provide the following at the documentation / administration, which must be in place when the vehicle is presented for Scrutineering on Sunday 28th October:

1. Two (2) strips (25x10cm) for each side of the upper windscreen.
2. Two (2) Rally Plates (43x21.5cm), one each for the front and rear of the vehicle.
3. Three (3) competition number (52x50cm) for both front doors and the roof panel.
4. Two (2) advertising panels (52x50cm) featuring event sponsors (Optional*).

(NB: * The competitor may refuse optional advertising by payment of a double entry fee)



See the diagrams for the correct locations of the above advertising and identifications.



- 1 **25CM** FROM WINDSCREEN PILLAR ON EACH SIDE, 10 CM HIGH
- 2 **RALLY PLATES** MEASURING **43CM X 21.5CM**, FRONT AND REAR
- 3 **3 COMPETITION NUMBER PLATES** MEASURING **50CM X 52CM**
- 4 **2 ORGANISER ADVERTISING PANELS**, MEASURING **50CM X 52CM**

ARTICLE 15P TIME CARD

Time Card intended for the stamps in chronological order of the different control points scheduled on the itinerary.

15P1 Issue of Time Cards

A Time Card for each Leg will be issued at the start of each Leg. It is the responsibility of the competitor to submit the Time Card at the controls for the appropriate stamp to be applied at the due time by the controller.

15P2 Loss of Time Cards

The loss of the Time Card will result in a penalty of 15 minutes on condition the competitor has clocked in at all Time Controls and Passage Controls during the Leg. If this is not the case the fixed penalty, relating to missing these controls, will apply plus the 15 minute loss of Time Card penalty.

ARTICLE 16P CONTROL ZONES

All controls, i.e. time controls, start and arrival of Selective Sections, Passage Controls (PC) and Cross-Roads Controls (for Baja's only), will be indicated by means of standardised signals (Article 21) as follows:

- 16.1 The beginning of the control area is marked by a warning sign on a yellow background. At a distance of about 100 m., the position of the control post is indicated by a sign on a red background. The end of the control area, approximately 100 m further on, is indicated by a final sign with three black transversal stripes. The signs must always be located on the side of which the traffic drives in the country crossed. The maximum width of the zone may not exceed 50 m. It is recommended that the limits of this width be marked by using double signposting or other possible means.
- 16.2 All control areas, i.e. all the areas between the first yellow warning signal and the final beige one are considered as "parc fermés". The stopping time must not exceed the time necessary for carrying out control operations.
- 16.3 It is strictly forbidden to enter or leave a control area from any direction other than that prescribed by the itinerary of the Cross-Country Rally or to re-enter a control area once checking in has taken place at this control.
 - 1st infringement: penalty on 1 hour
 - 1st repetition of the infringement: penalty of 5 hours
 - 2nd repetition of the infringement: exclusion or fixed penalty where this exists.
- 16.4 The target check-in time is the responsibility of the crews alone, who may consult the official clock on the control table.
- 16.5 Control posts shall be ready to function 1 hour before the target time for the passage of the first crew. Unless the clerk of the course decides otherwise, they will cease to operate 1 hour after the target time for the last crew, plus exclusion time, or, when the regulations of the event provide for the application of the fixed penalty, the Time Controls for the start and finish of Selective Sections will cease to operate at time calculated taking into account the maximum time(s) allowed preceding this control for the last classified competitor.
- 16.6 The crews are obliged to follow the instructions of the marshal in charge of the control post, who must be assisted by a controller (all possible cases will be examined by the Panel of the Stewards of the Meeting following a written report by the marshal in charge of the control post). A penalty which may go as far as exclusion may be imposed.

ARTICLE 17P TIME CONTROLS

See Article 17 in FIA Standard Regulations.

17P1 Target Time and Maximum Time

Competitors will be informed of the target times and maximum times for the Special Selectives in The General Information Book, issued at documentation, and the Road Books for each leg. Competitors must present themselves, with their vehicle, for safety checks each morning 15 minutes before their due start time. Should they fail to do so the safety checks may be carried in their racing time.

17P2 Changing of Maximum Time

See Article 2 in FIA Standard Regulations – Changing of Maximum Time

Clerk of Course reserves the right to propose to the Panel of Stewards of the Meeting to adjust the maximum time. If during any Special Selective, less than 15 crews arrive within the maximum time applied the maximum time limit may be changed to the time necessary for 15 crews to arrive.

17P3 Fixed Penalty

See Article 2 in FIA Standard Regulations – Fixed Penalty

The Penalty

The penalty will be calculated by adding the authorised maximum time for the Special Selective (plus Road Sections, if relevant) not accomplished, plus 1 hour and penalty for any PCs missed. The penalty for missing a Passage Control will be 3 hours for each PC missed.

Although this formula penalises the competitor considerably it does, nevertheless, allow him to continue the event and be listed in the general classification.

17P4 Conditions Necessary to Continue the Rally

Any competitor who does not finish a Road Section or a Special Selective within the time limit, after the closing time of the control, will endure the fixed penalty for the Leg, as described in Art 17P.3

Nevertheless a competitor may start the next leg subject to the following conditions:

1. they have given in the time card of the day before to the Controller in charge of the start of the Leg, at least 15 minutes before the first starter's start time
2. that they have not been excluded, or is under threat of exclusion
3. that the vehicle has not been declared unsound by the scrutineers
4. that they has not been declared unfit to drive following a medical check

Any driver fulfilling these conditions will be allowed to continue the rally. He will take the departure of the Leg in the order determined by the provisional classification of the Special Selective of the previous day.

ARTICLE 18P PASSAGE CONTROLS

See Article 18 of FIA Standard Regulations

18P1 Location

The location of all Passage Controls will be stated in the Road Books and GPS references will be given.

18P2 Passage Control Penalties

Competitors are required to stop within the Passage Control Zone to have the Time Card stamped by the PC Controller. Failure to visit any Passage Control will result in a time penalty of three (3) hours, for each missed PC. The controller at each PC will record the time of entry of each competitor to the nearest minute and in the event the Special Selective is shortened, due to 'force majeure' the times recorded at the last Passage Control will determine the finish times of that Selective.

18P3 Closing Times

The closing times of the Passage Controls will be based on the ideal time for the last vehicle starting the Special Selective, plus 60 minutes.

ARTICLE 19P SELECTIVE SECTIONS

See Article 19 of FIA Standard regulations

Special Selectives are sometimes run on non-private roads and Bedouin tracks in the desert and it is recommended to exercise particular care towards local traffic that may be in the vicinity.

Crews are forbidden to drive in the opposite direction to that of the Selective Section.

Competitors are reminded that any form of reconnaissance of the route, whether by a competitor himself or any party associated, directly or indirectly, with a competitor is strictly prohibited. The possession of route notes other than those issued by the organisers for 2001 UAE Desert Challenge, or the storage of GPS waypoints from previous years events is prohibited. Competitors who fail to observe these bans will be refused a start or will be excluded from the event.

Interruption of a Selective Section: when the running of a Selective Section is definitively stopped before the passage of the last crew, regardless of the reason, a classification for that Section may nevertheless be obtained by attributing to all those crews who were affected by the circumstances of the interruption the worst time actually set before the race was stopped. This classification may be drawn up even if only one crew was able to cover the route in normal racing conditions.

It is up to the Panel of the Stewards of the Meeting alone to decide whether or not to apply this measure, once race control has informed them of the reasons for the interruption. Should the Panel consider the worst time actually set to be abnormal, it may choose as a reference time, from amongst the next four worst times set, the one which it feels to be the most suitable.

Lastly any crew which is responsible or partly responsible for the stopping of the race cannot, under any circumstances, benefit from this measure. Any such crew will therefore be credited with the actual time which it may have set, if this is greater than the imaginary time attributed to the other crews.

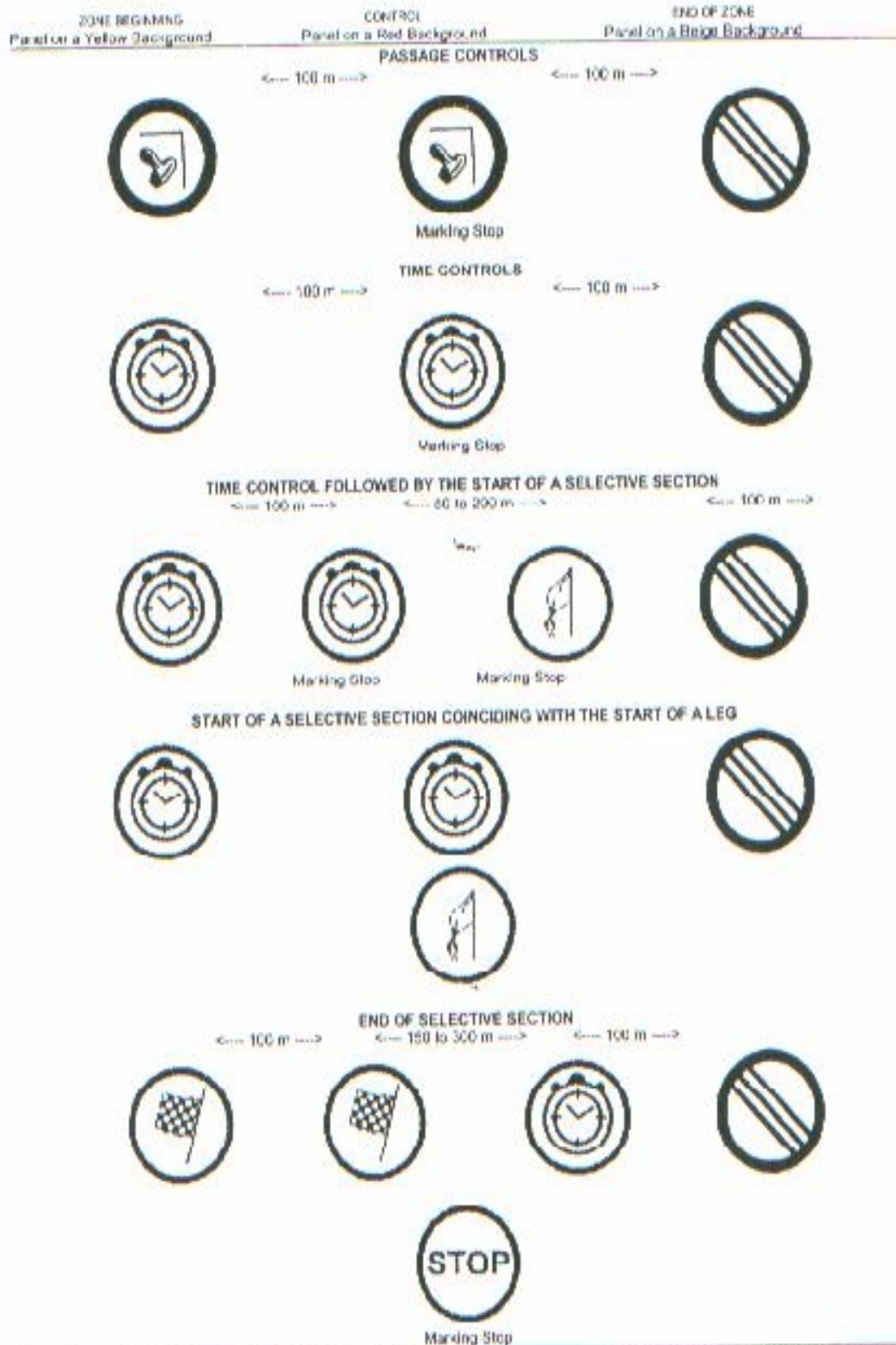
In exceptional cases, for safety reasons, the Clerk of the Course may interrupt a Selective Section at the preceding Passage Control and the competitors may continue the Selective Section once the dangerous area has been passed. The classification will be established by adding together the times of the two portions of this Selective Section.

ARTICLE 20P REGROUPING

A scheduled stop by the organisers to enable the theoretical times to be observed on the one hand, and on the other, to regroup the crews still in the event. The stopping time may vary according to the crews.

- 20.1 The purpose of these regroupings will be to reduce the intervals which may occur between crews as a result of late arrivals and/or retirements.
- 20.2 On their arrival at these regroupings, the crews will hand the controller their Time Card. They will receive instructions on their starting time. They must then drive their vehicle immediately and directly to the parc fermé. The starting order shall be that of the arrival.
- 20.3 For safety reasons, on the proposal of the Clerk of the Course, the Panel of the Stewards of the Meeting may decide to stop a Leg before its allotted finish. A Time Control will then be set up, acting as the end of Leg control (idem: for a Selective Section, the time control being twinned with the end of Selective Section control), where the times recorded will serve to establish the classification of the Leg. On the decision of the Clerk of the Course, this Leg may or may not be continued, neutralised, in convoy, and be or not be under the parc fermé rules.

ARTICLE 21P SIGNPOSTING OF CONTROLS



The minimum diameter of the panels is 70 cm. The drawing must be black. The panels will always be placed on the same side for the entire route of the Cross-Country Relay. It is recommended that the width of the control zone be defined; under no circumstances may this exceed 50 m.

ARTICLE 22P PARC FERME

See Article 22 of FIA Standard Regulations

22P1 Parc Fermé

The vehicles shall be subject to the “parc fermé” rules (all repairs and refuelling forbidden – starting the car with the help of towing or pushing from another competitor still racing shall be penalised by 1 minute):

- a) from the moment they enter a starting area, a regrouping zone or an end of Leg, until they leave one of these, if these exist
- b) from the moment they enter a control area until they leave it
- c) from as soon as they reach the end of the Cross-Country Rally and at least until the time for lodging protests has expired.

ARTICLE 23P ADMINISTRATIVE CHECKS & SCRUTINEERING

See Article 23 of FIA Standard Regulations

IMPORTANT REMINDER: The act of presenting a vehicle for scrutineering is considered an implicit statement of conformity.

23P1/23P2 Administrative / Documentation Checks for Crews

Administrative Checks and Documentation will take place on the 26th & 27th October at the UAE Desert Challenge Office, Hyatt Regency Hotel, Dubai.

Please ensure that if you have not previously sent the following documents with your entry form you will need to have them in order to complete documentation.

- FIA Competition licence
- Driving licence valid for UAE (e.g. International Driving Licence)
- Certificate of vehicle insurance
- Certificate of ownership of the vehicle or authorisation from the registered owner
- Current vehicle registration document for home country
- FIA Technical passport (where relevant)
- Entry form details and payment of entry fees
- Signing of the Indemnity Form

At the same time competitors will be given the following:

- Rally plates
- Crew Identification Card (windscreen of vehicle)
- Competition numbers
- Advertising plates
- ID bracelet (to be worn at all times during the event)
- Copies of General Information book
- Copies of any General Information and Official Bulletins (to be signed for)
- Rally T-shirts and other kit
- Scrutineering & technical checks booklet
- Scrutineering timetable for Sunday 28th October.

23P3 Technical Checks & Scrutineering for Vehicles

Scrutineering will take place on Sunday 28th October from 07.30h to 17.30h at Dubai Municipality Workshop at Al Jadaf. Directions to the location will be given in the General Information book. Competitors should allow a minimum of 25 minutes to travel from Hyatt Hotel to the scrutineering location.

Only those crews who have successfully completed the Documentation / Administrative checks may present their vehicle at scrutineering in accordance with the published time schedule.

Vehicles must arrive at the scrutineering location at the precise time. Failure to do so will result in a cash penalty of Dhs 300 for every 10 minutes late. The only deviation from the timetable will be approved at the discretion of the Clerk of Course, for applications received from competitors in writing.

Competitors must comply with the following when arriving for scrutineering:

1. All rally plates, competition numbers and advertising plates must be in position
2. Sealing holes must have been drilled (see ART 8P Identification for details)
3. Produce valid FIA Homologation papers for T1, T2, T4 vehicles
4. Produce safety helmets for inspection for compliance to FIA Safety Regulations
5. Fix the Crew/Vehicle Identity card in advance
6. Produce FIA Technical Passport – if relevant
7. Produce the Scrutineering booklet – as issued at Documentation
8. Produce GPS in working order, fitted permanently to the vehicle

Scrutineering carried out before the start of the rally will be of a general nature to ensure general conformity with the Group and Class entered, essential safety items are carried and conformity with the national Highway Code.

23P4 Scrutineering During the Event

The technical scrutineers will make periodic inspections of crews and vehicles during the event to ensure continuing conformity and for safety reasons.

23P5 Scrutineering at the End of the Event

The technical scrutineers will make a final inspection of leading vehicles in General Classification for Overall and Class positions, to ensure conformity. Details will be given in the General Information book.

23P6 Refusal to Submit for Scrutineering

Any competitor refusing to submit his vehicle for scrutineering at any time before, during and after the rally may be excluded, after an inquiry and by the decision of the Panel of Stewards of the Meeting, and his ASN will be asked to apply additional sanctions.

ARTICLE 24P PROTESTS - APPEALS

See Article 24 of FIA Standard Regulations.

24P1 Protest Deposits

The protest deposit is set by the ASN at US\$500, payable to UAE Desert Challenge.

If the protest requires various parts of a vehicle to be dismantled and re-assembled, the person lodging the protest will be obliged to pay an additional deposit as follows:

1. Of US\$500 for a protest concerning one specific part of a vehicle (engine transmission, steering, braking system, electrical installations, bodywork, etc.)
2. Of US\$ 1,000 for a protest concerning the whole of the vehicle.

24P2 Appeals

The appeal deposit is set at::

1. US\$500 for a national appeal, handled by the ASN
2. 30,000FF for an international appeal, handled by FIA.

ARTICLE 25P CLASSIFICATIONS

See Article 25 of FIA Standard Regulations

25P1 Partial Classifications

On completion of each Leg the provisional official classification will be posted on the official notice board at Rally HQ during the evening of the Leg day.

A partial Official Classifications for Legs 1, 2 and 3 will be posted on the official notice board at Rally HQ Liwa Hotel and this will become Final one hour after posting as far as the elements that were used for drawing up them were concerned. These elements, and no others, cannot then be the subject of any subsequent protest when the Final Official Classification is posted at the end of the rally.

25P2 Final Official Classification

Complete Provisional Official Classification will be posted on the official notice board at Rally HQ Hyatt Hotel, Dubai at 1900h on Friday, 2nd November, these will become Final one (1) hour after posting, subject to any protest concerning Leg 4 only.

ARTICLE 26P PENALTIES

See Article 26 of FIA Standard Regulations

SUMMARY of PENALTIES		Article No.	Start of Leg Refused	Exclusion	Time	Financial
1	Absence, falsification of ID markings	8P		X		
2	Absence of, or faulty positioning of licence plate, rally plate, comp nos.	8.4				Dhs 250
3	Non-compliance of crews ID/National ASN Flags on sides of vehicle	8.5				Dhs 250
4	Incorrect positioning of ID card	8.6				Dhs 250
5	Absence of ID bracelet	8.7				Dhs 250
6	Failure to visit passage control (for each PC)	10P.1/16P.1			+ 3hrs	
7	Deviating more than 2km from route	10P.1		As far as X		
8	Driving on 'Out of Bounds' roads	10P.1		As far as X		
9	Any form of route reconnaissance	10P.1/19P		As far as X		
10	Non-attendance of briefings	10P.5		As far as X		
11	Traffic law infringements	11P				
	1 st offence					Dhs 250
	2 nd offence				+1hr	
	3 rd offence			X		
12	Excessive speed at camel farms	11P		As far as X		
13	Service vehicles in prohibited areas	12P.1		As far as X		
14	Testing or driving fast in bivouac area	12P.4		As far as X		
15	Non-compliance with compulsory advertising					
	1 st offence					US \$ 500
	2 nd offence	14P.2				Entry Fee
16	Loss of Time Card	15P.2			15mins	
17	Late for Scrutineering	23P.3			10mins	Dhs 300
18	Refusal to submit to scrutineering	23P.6		As far as X + ASN Sanctions		
19	Failure to report retirement	30P				US \$ 3,000 + ASN Sanctions

ARTICLE 27P SAFETY EQUIPMENT

As well as the individual safety obligations required by FIA Standard regulations, each competitor must provide himself with compulsory safety equipment composed of:

- First – Aid Kit
- Survival Equipment

27P1 First Aid Kit

The First Aid Kit, in a small sealed rigid container, and identified as such must include:

- Eye Lotion
- Lip Salve
- Water Purifying Agent For Minimum 40 Litres (Hydrochlorazone or Micropure)
- Pain Killers
- Anti-Diarrhea Tablets (Immodium or equivalent)
- Antibiotics (oracilline, totapen or equivalent)
- Selection of sterile bandages, plasters and safety pins
- Disinfectant cream (betadine or equivalent)
- Vitamin C tablets
- Salt tablets

27P2 Survival Equipment

- Small hand shovel
- 9 metre long recovery towing strap
- Cigarette lighter
- Compass
- Torch and spare batteries
- 5 litres of water for each member of the crew
- Aluminium blanket (2m x 1m) per crew member
- 1 emergency communications device
- Signalling equipment
- Mirror
- Hand-held flares
- Rocket flares
- 1 smoke canister
- 1 extended flashing torch/strobe light

27P3 Organisers Safety Measures

Survival Rations

The organisers will provide emergency survival rations and bottled water on a daily basis to all competitors during distribution of the daily road books.

Bottled water will be provided to service crews but the survival rations will not be issued to anyone other than competitors.

Bivouac Camp

The organisers will provide the essential hygiene facilities and catering arrangements and marquee-type tents. Competitors and service are advised to bring their own personal tents, sleeping bags and other basic camping equipment.

Medical Services

Fully trained doctors and nurses will be on duty throughout the event to cope with emergency situations. All local hospitals in the vicinity will be alerted to receive casualties. An equipped medical clinic will be on 24-hour stand-by duty at the bivouac. A medically equipped helicopter, with trained staff, will be available during the event. In addition all helicopters will carry one trained medical person on board.

Mobile Phones

It is recommended that each vehicle carry a GSM mobile phone for emergency communications purposes. Coverage is available for the vast majority of the route.

27P4 Safety Helmets

The wearing of an authorised helmet to FIA standards is compulsory on the Special Selectives under penalty of exclusion from the event.

The wearing of an authorised safety harness to FIA standards, as well as a tool for cutting the safety harness is compulsory, for all members of the crew, over the whole route under penalty of exclusion from the event.

ARTICLE 28P EXCLUSION FROM THE EVENT

Exclusion from the event may result from the following:

1. Any lateness exceeding 30 minutes on the target time of a road section between two time controls.
2. In no case can early arrival be used as a means of reducing the lateness resulting in exclusion. Neither shall penalties for early arrival be taken into consideration when calculating the maximum lateness resulting in exclusion.
3. The exclusion time may be modified at any point by the Panel of Stewards of the Meeting, upon proposal of Clerk of Course. Concerned crews will be notified as soon as possible.
4. Exclusion for exceeding maximum lateness may only be announced at the end of a Leg.
5. Any competitor deemed by the organisers to have travelled on an 'out of bounds' track, road or public highway will be excluded

ARTICLE 29P TEAM ENTRIES

Teams may be composed of vehicles and drivers whose individual entries have been accepted at the time of documentation.

Each team may consist of a maximum of 5 vehicles and a minimum of 3 vehicles. In each team the performance of the three best vehicles will count for the final results.

The winning team will be the one that has the smallest number of penalties in General Classification for the three best-placed vehicles of the team. In the case of a Tie, the winners will be team that has the highest placed vehicle in General Classification.

If less than three vehicles of a team are classified as finishers that team will not be considered for the Team Award. The exclusion through a penalty, other than for delay, of one of the team's vehicles will cancel the whole team.

ARTICLE 30P RETIREMENTS

Should a competitor retire from the event, for whatever reason, he must immediately inform Rally HQ on the number given at Documentation and mentioned on the back cover of all books issued. Failure to comply with this will result in the organisation carrying an unnecessary search. Should any competitor fail to comply a financial penalty up to US\$ 3,000 will be levied.

They will also be reported to their local ASN who will be requested by the Panel of Stewards of the Meeting to impose even stiffer sanctions.

Upon retiring the competitor must remove or cover up his competition numbers on the doors and the roof panel.

ARTICLE 31P CLOSING THE ROUTE

The route closing Sweep Team of the organisers will close the rally track after the passage of the last competitor on each Leg. They will travel only on the correct route as defined by the Road Books. The Sweep Team will bring back individuals whose vehicles have broken down or are not functioning. Under no circumstances will a competing vehicle be towed by a Sweep Team vehicle.

Competitors who refuse to board the Sweep Team vehicles do so entirely at their own risk and must sign a release note which will be presented to them by the representative of the organisation in charge of the Sweep Team.

Recovery of Vehicles

The organisers will provide details of local recovery services that will stand by during the event. It is the responsibility of the competitor to organise and pay for using the recovery services available.

ARTICLE 32P LIST OF PRIZES AND AWARDS

Competitors are considered as competing for all the awards for which they are eligible.

General Classification

1 st Overall	Two trophies and cash award of US\$ 5,000
2 nd Overall	Two trophies and cash award of US\$ 3,000
3 rd Overall	Two trophies and cash award of US\$ 2,000
4 th Overall	Two trophies and cash award of US\$ 1,000
5 th Overall	Two trophies and cash award of US\$ 500
6 th Overall	Two trophies
7 th Overall	Two trophies
8 th Overall	Two trophies
9 th Overall	Two trophies
10 th Overall	Two trophies

Group Awards

1 st in Group T1	Two trophies and a cash award of US\$ 1,000
1 st in Group T2	Two trophies and a cash award of US\$ 1,000
1 st in Group T3	Two trophies and a cash award of US\$ 1,000
1 st in Group T4	Two (or three) trophies and a cash award of US\$ 1,000

Class Awards

1 st in each Class	Two (or three) trophies
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UAE/Gulf Competitors Awards

A separate, additional classification will be drawn up for those crews where both members are holders of Gulf/UAE competition licences. This classification will be determined by penalties expressed in time, with the crew with the lowest total being the winner, the next lowest second etc.

1 st Overall	Two trophies and a cash award of Dh 12,000
2 nd Overall	Two trophies and a cash award of Dh 10,000
3 rd Overall	Two trophies and a cash award of Dh 8,000
4 th Overall	Two trophies and a cash award of Dh 6,000
5 th Overall	Two trophies and a cash award of Dh 4,000

Other Awards

Best Ladies Team	Two trophies
Team Award	One trophy
Prologue Winner	One trophy
Prologue Award	Two trophies (Cars) / Two trophies (Trucks)
Spirit of the Rally	Daily – One trophy for Legs 1-3

CASH AWARDS ARE NOT CUMULATIVE.

Prizegiving Ceremony

Additional tickets for the Prize Giving Ceremony and Gala Dinner at the Hyatt Hotel Golf Park, Dubai on Friday evening, 2nd November, from 20.30h are available from Rally Office at Dhs 200 each.