

## **UAE DESERT CHALLENGE 2003 SUPPLEMENTARY REGULATIONS**

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The text of the FIA Standard Regulations appears where relevant, numbered according to the original. Paragraphs of these Supplementary Regulations that are specific to the event, or are modified (in bold) from the original text are suffixed “P”.

## **1. DEFINITIONS – CHARACTERISTICS OF THE EVENTS**

**1.1** A Cross-Country event is a sporting event the itinerary of which covers the territory of one or several countries. There are three types of Cross-Country events (the Event): the Cross Country Rally, the Cross Country Marathon Rally (Marathon) and the Cross-Country Rally Baja (Baja).

**1.2** A Cross-Country Rally is an event that must be run over a total distance between 1200 km and 6500 km. The event must last for no more than 10 days (including scrutineering and Prologue). For Cross-Country Rallies counting towards the World Cup the minimum distance must be 2000 km (total distance) and /or 800 km (Selective Sections).

**1.5** The route, at an imposed average speed, is divided into Legs consisting of one or more Selective Sections in real time linked by Road Sections with an imposed average speed. The dividing up of the Selective Sections must be such that the majority of competing crews can cover most of the route in daylight. It is prohibited to give the start of a Selective Section at night. The maximum length of the Selective Sections per Leg is set at 800 km.

## **1P. ORGANISATION**

**1P.1** The UAE Desert Challenge Cross-Country Rally is an international event of approximately 2,100km, and will be run within the confines of the UAE. The Desert Challenge is the 9<sup>th</sup> round of the 2003 FIA World Cup for Cross Country Rallies.

**1P.2** 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 FIA, The Automobile & Touring Club of the U.A.E. 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 ASN Visa No: ATC/UAE 0053-03 and FIA Visa No 9RTT/110603.

**1P.3** The rally will be twinned with a motorcycle event in the FIM series for World Championship Off-Road Rallies and, therefore the required interval of 30 minutes between the FIA Cross Country event and the Motorcycle event will be observed. Separate supplementary regulations for the motorcycle event are available from the organisers.

**1P.4 Schedule & Programme**

DESCRIPTION / ACTIVITY	DATE – 2003	TIME	LOCATION
Opening date for entries	1 <sup>st</sup> July.		
Closing date for entries	18 <sup>th</sup> September		
Documentation & Administration	Fri 17 <sup>th</sup> October	10.00 / 18.00	DIMC
	Sat 18 <sup>th</sup> October	09.00 / 18.00	DIMC
Scrutineering/Technical Checks	Sun 19 <sup>th</sup> October	07.30 / 17.00	
Publication of Authorised Starting List	Sun 19 <sup>th</sup> October	19.00	DIMC

**Prologue : Dubai – Monday 20<sup>th</sup> October**

Drivers briefing : Prologue & Leg 1	10.00 / 12.00	Dubai International Marine Club
<b>Prologue : Dubai</b>	TBA	
Issue of Road Book – Leg 1	18.30 / 20.30	DIMC
Leg 1 Start List	22.30	DIMC

**Start of Leg 1 : Abu Dhabi – Liwa Oasis – 21<sup>st</sup> October**

<b>Start Parc Ferme Opens/Closes</b>	07.30 / 08.30	Abu Dhabi Marina Mall
<b>RS 1 : Abu Dhabi – SS 1 Start</b>	09.30	Holding Area
<b>SS 1 : Start “Al Hamrah”</b>	10.45	Arjan / Hameem Road
<b>RS 2 : SS1 Finish – Bivouac</b>	N/A	Liwa Bivouac
Issue of Road Book for Leg 2	from 18.00	Liwa Bivouac
Drivers Briefing	19.30	Liwa Bivouac
Leg 1 Provisional Classification/ Leg 2 Start List	21.00	Bivouac Notice Board

**Start of Leg 2 : Liwa Oasis – Liwa Oasis – 22<sup>nd</sup> October**

<b>RS 3 : Bivouac – SS 2 Start</b>	06.00	Liwa Bivouac
<b>SS 2 : Start “Liwa”</b>	06.15	Behind Liwa Rest House
<b>RS 4: SS 2 Finish – Bivouac</b>	N/A	Liwa Bivouac
Issue of Road Book for Leg 3	from 18.00	Liwa Bivouac
Drivers Briefing	19.30	Liwa Bivouac
Leg 2 Provisional Classification/ Leg 3 Start List	21.00	Bivouac Notice Board

**Start of Leg 3 : Liwa Oasis – Liwa Oasis – 23<sup>rd</sup> October**

<b>RS 5 : Bivouac – SS 3 Start</b>	06.00	Liwa Bivouac
<b>SS 3 : Start “Al Batin”</b>	06.45	Arada Gatch Road
<b>RS 6 : SS 3 Finish – Bivouac</b>	N/A	Liwa Bivouac
Issue of Road Book for Leg 4	from 18.00	Liwa Bivouac
Drivers Briefing	19.30	Liwa Bivouac
Leg 3 Provisional Classification/ Leg 4 Start List	21.00	Bivouac Notice Board

**Start of Leg 4 : Liwa Oasis - Dubai – 24<sup>th</sup> October**

<b>RS 7 : Bivouac – SS 4 Start</b>	06.00	Liwa Bivouac
<b>SS 4 : Start “Haleeba”</b>	06.30	Thawania / Liwa Road
<b>RS 8: Finish SS 4 to Start SS 5</b>	08:45	
<b>SS 5: Start “Khatam”</b>	09:45	
<b>RS 9 : SS 5 Finish – Dubai – Ramp Finish</b>	T.B.A.	Emirates Road - Dubai
<b>RS 10 : Ramp Finish – Parc Ferme</b>	T.B.A.	T.B.A.
Final Technical Checks – Dubai	from 15.30	T.B.A.
Official Finish Ramp	16.30	T.B.A.
Leg 4 / Final Provisional Classification	19.00	DIMC
Prize-Giving Ceremony & Gala Dinner	20.30	DIMC

<b>Rally HQ and Official Notice Boards</b>	Friday 17 <sup>th</sup> – Mon 20 <sup>th</sup> Tuesday 21 <sup>st</sup> – Thursday 23 <sup>rd</sup> Friday 24 <sup>th</sup>	DIMC Liwa Bivouac DIMC
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### 1P.5 Organising Committee

Chairman: Mohammed Ben Sulayem  
 Event Manager: John Spiller  
 Route Director: Jehanbaz (Jum) Ali Khan  
 Event Secretary: Jane Surtees  
 Chief Marshal: Richard Taylor

### Contact Details:-

#### Address of the Permanent Secretariat

UAE Desert Challenge  
 P.O. Box 1714  
 Dubai  
 United Arab Emirates

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 Fax: + 971 4 2666996  
 e-mail: rallyuae@emirates.net.ae  
 Web: www.uaedesertchallenge.com

#### International Liaison Offices

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### 1P.6 Officials

FIA Observer	Derek Ledger
ASN Observer	Samir Haddad
Chairman of the Stewards	Juan Esteve
FIA Steward	Emanuele Gubernati
ASN Steward	Mohammed Bin Saifan
Event Manager	John Spiller
Clerk of Course	Jum Ali Khan

Assistant Clerk of Course	Ron Oakeley
Safety Delegate	Col. Dagash Al Jabri
FIA Technical Delegate	Ezio Sisti
Chief Technical Scrutineer	Steve Bijok
Chief Medical Officer	TBA
Competitor Relations Officer	Elie Semaan
International Press Officer	Neil Perkins
Route Verification Team	TBA
Results Chief	Dave Hester
Post Chiefs	Identified by ORANGE tabards

## 2. TERMINOLOGY

**Official Time:** This will be taken from the Speaking Clock, (04) 140 English ; (04) 141 Arabic

**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 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 from the Bivouac to the start of the first Selective Section the next day.

**Bivouac:** Zone situated between the Time Controls at the finish of one Leg and the start of the next, where all the competitor 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 authorized by the supplementary regulations of the event. The Bivouac zone will be determined by an imaginary circle of approximately 500 m, the centre of which will be the structure set up by the Organisers and in which the following must be installed:

° An official notice board,

° A "time cards box", which will be operational after the closing of the time control for the finish of the leg (the finish control is optional). The start and finish controls may be combined, but they must be no further than 500 m from the centre of the bivouac for the finish of a selective section and no closer than 10 km for the start the next day. 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 Organisers may set up bivouacs with regulated servicing, for which the procedure shall be described in the supplementary regulations.

**Leg/ Navigation 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 indicated geographically (latitude and longitude), cartographically (co-ordinates) or representatively (kilometres and drawings) in the Road book and/or on the map, and mentioned as such.

**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 Event. This provision must be indicated in the supplementary regulations of the Event.

**Team Manager:** The declared and approved representative of a team entering at least two vehicles, with a competitor's license issued in the name of this 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 Road Section, or maximum time given to each Selective 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 said to be closed for the competitor concerned.

**Changing of the maximum time allowed:** If for a given selective section the best time set is more than 15% longer than the estimated time foreseen by the Organisers 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 1st:	5 h 45'
	Maximum time allowed:	13 h 00'
	Best time:	6 h 58' 58"
	Additional percentage:	+ 21.45%

New maximum time allowed: 16 h 00'

Other particular cases will be submitted by the clerk of the course and dealt with by the Stewards.

**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.

**Neutralization Period:** Time during which the crews are stopped by race 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 Event and is intended to modify, clarify or complete them. These bulletins are numbered, dated and signed:

- By the Organisers, up until the day of scrutineering, and stamped by the ASN and the FIA.

- By the Stewards of the meeting throughout the Event. 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.

**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 Event. It allows the penalized competitor to continue the Cross-Country Event 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, calculated according to the profile and the difficulty of each of these. The total time attributed at the competitor touched by the fixed penalty, for each Leg, will be calculated by adding together the maximum time authorized for the Selective Section(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.

In the case of a Leg in the form of a loop (Start and Finish in the same place or very close to each other) or of a straight Leg, but with a Start and Finish linked by main roads and/or surfaced roads, the normal fixed penalty is applicable only on the condition that at least two Passage Controls are observed by the competitor. If they are not, a double fixed penalty is applicable. If the error is repeated, the Stewards may inflict a sanction, which may go as far as the exclusion of the competitor concerned. The Organisers must state in the Supplementary Regulations for the event and in the timetable those legs subject to this specific regulation.

### **3. REGULATIONS**

An Event is disputed in conformity with:

- The Sporting Code of the FIA and its appendices.
- The General Prescriptions Applicable to all International Cross Country Events.
- The specifications defined by the FIA for the Events (Cahier des Charges).
- The supplementary regulations for the Event.

**3.1** The clerk of the course is charged with the application of the regulations during the running of the Event.

**3.2** Any protests concerning this application or any case not provided for will be studied by the Stewards who alone have the power to decide.

**3.3** Any amendment or any additional provision will be announced by dated, numbered and signed bulletins, which will be an integral part of the regulations, and will be posted on the official notice board of the Event. 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.).

**3.1P** In the event of differences in interpretation of these regulations the **ENGLISH TEXT** alone will be considered as binding.

**3.2P** 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 unauthorized 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.

## **4. VEHICLES**

**4.1** Cross-Country Rallies are open to vehicles of a maximum gross weight of up to 3,500 kg for Groups T1, and T2 and greater than 3,500 kg for Group T4, in due possession of a registration certificate. These vehicles must comply with the safety specifications laid down by the International Convention on Road Traffic, as well as 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: Cross-Country Series Production Vehicles**

Vehicles homologated in the Cross-Country Group (vehicles must comply with the prescriptions of the Group T1 vehicles – Appendix 2).

**Class 1: Petrol**

**Class 2: Diesel**

### **Group T2: Improved Cross-Country Vehicles**

**Class 1: Petrol**

**Class 2: Diesel**

**Class 3: 2 Wheel Drive**

**Group T4: Series Cross-Country Trucks** weighing more than 3,500 kg For safety reasons, there will be a separate classification for T4 trucks in international cross-country rallies. The first T4 will start after the last car. The minimum period between the last car and the first truck is left up to the Organisers.

**4.2** Standard vehicles, which are not homologated in Group T1 or not homologated any longer, may be authorized to take part in Group T2 with a T1 safety and preparation level.

Vehicles must fully respect Article 284 (Group T1) and must not have characteristics superior to Group T2, except in particular cases, which will be examined by the Cross-Country Rally Technical Working Group.

## **5. CREWS**

**5.1** For the exact interpretation of this text the following definitions apply:

- a) "Competitor", used for the physical or legal entity who has entered the vehicle;
- b) "Crew", used for the whole, comprising the first driver and possibly the co-driver(s).

**5.2** Any crew entered by a competitor holding an FIA international competitor's license valid for the current year is eligible. The crew may be made up of 1, 2 or a maximum of 3 drivers. The members of the crew will be nominated as 1st driver and co-driver(s). All members of the crew may drive during the event, and each one must possess a valid FIA driver's license for the current year.

**5.3** Where the competitor is a legal entity, or in any case not part of the crew, the first driver named on the entry form will be held responsible for all the liabilities and obligations of the entrant, throughout the whole Event.

**5.4** The full crew must be on board the vehicle throughout the entire duration of the Event, with the exception of the cases provided for in the supplementary regulations. 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 from the event.

**5.5** Any incorrect, fraudulent or unsporting action carried out by a competitor or member of the crew will be judged by Stewards who will impose penalties which may go as far as the exclusion of the crew concerned. The Stewards may also ask the ASN to impose a possible sanction.





## **6. CREWS' RELATIONS OFFICERS**

The crews' relations officers must be easily identifiable and present:

- at scrutineering and administrative checks,
- at the start and finish of Legs,
- at regroupings.

The mission of the crews' relation's officers is:

- to inform the crews and ensure permanent concertation with them, **Elie Semaan**
- to give accurate answers to all questions asked,
- to provide all information or additional clarifications in connection with the regulations and the running of the Event,
- to avoid forwarding questions to the Stewards which could be solved satisfactorily by a clear explanation, with the exception of protests (for example, to clarify disputes over times).

## **7. ENTRIES**

**7.1** Anybody wishing to take part in the Event must send the entry form, duly completed, to the secretariat of the Event along with the entry fees, accompanied by at least:

- the full name, nationality, address, license n° and driving license n° of each member of the crew.
- the characteristics of the vehicle.

For competitors, 1st drivers or co-drivers of a nationality different from that of the Organisers' ASN, **the entry form must be stamped by the ASN of the competitor, 1st driver and co-drivers. (Article 70 – Chapter IV - International Sporting Code).**

**7.2** By the very fact of signing the entry form, the competitor, as well as all the crew members submit themselves to the sporting jurisdictions specified in the International Sporting Code and the prescriptions of the present regulations only. No amendments may be made to the entry form, except in the cases provided for in the present regulations.

**7.3** The changing of a single crew member may be carried out until the moment at which the crew member concerned presents himself at the administrative checks, subject to the approval of the organising committee. The changing of 2 or 3 crew members may only be authorized by the FIA.

**7.4** Up to the moment of the administrative checks, the competitor may freely replace the entered vehicle by another of the same group.

**7.5** The list of entrants must be sent to the FIA at the latest 8 days before the start of the administrative checks.

**7.6** Should it turn out, at the time of pre-race scrutineering, that a vehicle does not correspond in its presentation to the group in which it was entered, this vehicle may, upon the proposal of the Scrutineers, be transferred by the Stewards to a different group or be refused definitively.

**7.7** The entry application will only be accepted if accompanied by the entry fees which will be increased by 100% for those competitors not accepting the optional advertising of the Organisers.

**7.8** Entry fees will be refunded in full:

- a) To candidates whose entry has not been accepted,
- b) In the case of the Event not taking place.

**7.9** The Organisers will reimburse the entry fee, minus a variable retainer, to those competitors who were unable to present themselves at the start of the Event (i.e. before the end of the administrative checks) for reasons of force majeure, subject to the application reaching the Organisers by registered mail. This reimbursement will take place at the latest one month after the finish of the Event.

**7.1P** **The Entry Fee for Overseas competitors, as laid out in these Regulations, is inclusive of return shipping to Genoa. Overseas competitors using other arrangements/routes should contact the Organisers re supplementary charges or refunds.**

**7.2P** **Entry Fees**

**Overseas:**

Car	US \$ 5,000
Truck	US \$ 4,900

**Included in Entry Fee:**

	Cars	Trucks
Unleaded Petrol & Diesel	Yes	Yes
Bivouac	2 crew	3 crew
Water	2 crew	3 crew
Emergency rations	2 crew	3 crew
Gala Dinner Tickets	2 crew	3 crew
UAE Entry visa (if required)	2 crew	3 crew
Liaison Office service.	Yes	Yes
Insurance 3 <sup>rd</sup> party for Rally	Yes	Yes
Insurance (Road legal) 15 days	Yes	Yes
Balise rental (Security deposit required)	Yes	Yes
Shipping using Organizers arrangement	Yes	<b>NO</b>
Port/Customs charges (if using org. shipping)	Yes	<b>NO</b>

**NOT included in Entry Fee:**

Hotel accommodation
FIA Compulsory GPS rental & Security Deposit
FIA Compulsory Balise Security Deposit
Service Crew fees (see separate list).

**UAE and GCC:**

Note, for competitors to qualify for the UAE & GCC rate for the Entry Fees, the Driver must hold a current Residence Visa of a GCC country, of at least six months validity, i.e. the Residence Visa must be current and have been valid as of May 1<sup>st</sup>, 2003.

Car	US \$ 1,000
Truck	US \$ 1,500

**Included in Entry Fee:**

	Cars	Trucks
Unleaded Petrol & Diesel	Yes	Yes
Bivouac	2 crew	3 crew
Water	2 crew	3 crew
Emergency rations	2 crew	3 crew
Gala Dinner Tickets	2 crew	3 crew
Insurance 3 <sup>rd</sup> party for Rally	Yes	Yes
Insurance (Road legal) 15 days	Yes	Yes
Balise rental (Security deposit required)	Yes	Yes

**NOT included in Entry Fee:**

Hotel accommodation
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FIA Compulsory GPS rental & Security Deposit
FIA Compulsory Balise Security Deposit
Service Crew fees (see separate list).

### Registration fee for Service Crew (Assistance):

Vehicle including driver	US \$ 525
Additional crew to max 4**	US \$ 245

Included	NOT Included
Registration fee	Hotel Accommodation
1 tank of fuel per day at Bivouac	Shipping
3 nights Bivouac **	Visa
1 Gala Dinner Ticket **	
1 Set Service plates	
1 Service Roadbook	

### 7.3P 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:	NBDUAEAD

***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 correct entry fees.***

### 7.4P Additional Charges:

Additional Bivouac pass:	US\$192
Additional set of service plates and books:	US\$250.00 (includes: fuel at bivouac, books/plates, <b>only</b> )
Visa's service crew	US\$50.00 (after 15 <sup>th</sup> October US\$100.00)

## 8. IDENTIFICATION

**8.1** The organizing committee shall supply each crew with 2 plates and 3 race numbers.

**8.2** Throughout the duration of the Event, the plates must be affixed, vertically, in a visible location at the foremost and rearmost points of the vehicle.

They must bear the race number, the name of the event and, where applicable, the name of the Organisers' main sponsor.

In no case should they cover, even partially, the vehicle's license plates.

**8.3** The race numbers must appear on both sides of the vehicle and on the roof during the whole Event and be legible from the rear.

**8.4** At any time during the Event, 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.

**8.7** The members of the crew will be recognizable by means of identification 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.

## **9. STARTING ORDER**

**9.1** The Prologue will be run in the form of a Selective Section, with a minimum length of 2 km, which shall not count for the classification of the Event. The starts of the Prologue shall be given with a minimum interval of one minute between the FIA seeded drivers in **descending** (ie reverse) order of the race numbers which will be attributed as follows:

The first 3 finishers in the events of the World Cup, of the FIA Baja Trophy and candidate events already run during the current season and over the previous two years.

The winners of the T1 and T2 categories in a World Cup event of the previous year.

Any driver entered by a manufacturer for a specific Event becomes seeded for this Event only, except in T4, where he will be seeded in his group.

### **Series 1:**

- Drivers classified "Cross-Country Rallies"
- Drivers on the FIA 1st seeded rally drivers list

**Series 2:** All other drivers.

The order for allocating the numbers in these 2 series is left to the initiative of the organizing committee.

**9.2** The starts in the 1st Leg involving a Selective Section shall be given in the order of the Prologue classification. Penalties imposed during the Prologue concern only the starting order. If there is no Prologue, the FIA seeded drivers will start at 2 minute intervals in the order of their numbers.

The first five positions at the start of the event shall be allocated to the 5 fastest drivers in the Prologue. Only the fastest driver may choose his position among these 5 places. From the 6th to 20th places, starting positions shall be allocated to the first 15 seeded drivers in the order of their respective classification in the Prologue.

**9.3** From the second leg onwards, the starts shall be given in the order of the last classification of the selective section(s) of the previous leg.

The clerk of the course, when drawing up the starting order, must take into account any penalties expressed in time that a competitor has incurred during the previous leg, and must add them to the time of the selective section(s) considered for drawing up the starting order itself.

This procedure is applicable provided that the penalties are noted down on the competitor's time card. If this proves impossible, the starts shall be given in the order of the classification of two days previously, etc. In the event of a dead, the starts shall be given in the order of the numbers.

**9.4** At the start of each Leg, the first 10 crews must start at 2 minute intervals; the other crews shall start at the discretion of the clerk of the course, the intervals being no longer than 2 minutes, and no shorter than 1 minute (for Cross-Country Rallies) or 30 seconds (for Marathons and Bajas).

**9.5** Any vehicle reporting late for the start of the Prologue or of a Leg shall be penalized at a rate of one minute for every minute of lateness. Any crew arriving more than 30 minutes late shall not be permitted to take the start, and shall be excluded immediately.

**9.6** In a case where a crew arrives early at the Time Control before a start for a Selective Section no modification to the arranged starting order is authorized as a function of the cars present, and the starting time is the target check-in time at the Time Control + 5', even if it concerns the start for a Selective Section other than the first of the day.

Example:

Target check-in time at Time Control: 10h00; actual early arrival time: 9h54; theoretical starting time: 9h59; starting time authorized: 10h05, which corresponds to the target check-in time + 5 minutes.

The marshal in charge of the start must ensure that this regulation is respected and make a report to the clerk of the course. Any infringement of this regulation may lead to a sanction imposed by the Stewards, which may go as far as excluding the crew concerned.

## **10. ROAD BOOK**

**10.1** Each crew will receive a road book indicating the route and the compulsory Passage Control points, which they must observe on pain of penalties which may go as far as exclusion. For each village through which the competitors pass, it is imperative that the direction in which they are to proceed on leaving the village is indicated.

Any form of reconnaissance of the route is prohibited, unless this is a special case proposed by the Organisers and studied by the FIA. Before and during a Cross-Country Rally, it is prohibited for competitors who are entered or likely to enter to carry out, or cause to have carried out, the slightest reconnaissance of the route, which could give them even a minor advantage. The possession of route notes other than those issued by the Organisers is prohibited. Competitors who fail to respect these bans will not be permitted to take the start or will be excluded from the event.

The Organisers guarantee to all competitors entered or likely to be entered in the Event, that no information concerning the route has been or will be divulged to anybody until the end of the event, with the exception of the communications issued to all the competitors. Failure to respect this guarantee will result in the imposition by the FIA of sanctions, which may go as far as exclusion from the World Cup for the following year.

The Organisers will carry out a verification of the road book during the days before the event and will provide all the competitors with any resulting modifications.

The official route of the Event is that described in the road book as distributed to the competitors.

**The Organisers will indicate the GPS points in the road book. Where there is an off-road route "HP" (Hors Piste) run by competitors, the Organisers will notify this to the competitors in the road book, and the official route will then be represented by a straight line connecting the GPS points. Either on an official route given by the road book, or on an HP section, in all cases it is forbidden for crews to stray for more than 2 kilometres from the GPS points given by the Organisers, under penalties given below, which after repetition may go as far as exclusion upon the decision of the Stewards.**

**The Stewards may decide on GPS checks on one or several competitors to verify the route taken by the crews and may check the distance from one or several GPS points given by the Organisers.**

**At each point checked, a straying of more than 2 kilometres from that point will lead to a penalty of 5 minutes per kilometre or fraction of a kilometre.**

As the competitors are obliged to be equipped with a single GPS that can be downloaded by the Organisers they will not be able to claim that they do not know their position in relation to the Official Route Waypoints.

The road opening team will assess, in its daily report, the accuracy of this definition. On the basis of this report, the panel of stewards, if it judges that parts do not conform to this definition, will alone be empowered to modify this definition after consultation with the Organisers.

**10.2** If the entered competitors wish to carry out a check of the road book, they may join the organization's road opening team (which must always be different from that establishing the road book) on the following conditions:

- a) The checking team must comprise between 2 and 4 vehicles (including one truck if T4 vehicles are entered). Also, for the Events comprising the World Cup for Cross-Country Rallies, it shall consist of a group of persons having significant experience of the itineraries of the Cup Events. The names of these experts must be communicated to the FIA. The remarks made by this team and the drawings must be necessarily included in the road book. This team will be under the joint responsibility of a deputy clerk of the course present in the convoy and the organization's road opener.
- b) No means of communication will be authorized.
- c) A unique text will be transmitted exclusively to the race control of the Event, under the responsibility of the deputy clerk of the course present in the convoy.
- d) In addition to the road book, the team will have the task of checking the maps drawn up by the Organisers and distributed to the competitors, and of communicating, in the same way as for the road book,

any corrections or modifications of these maps. It is strongly recommended that all information be transmitted by fax.

e) The clerk of the course will be responsible for posting and/or circulating it in its entirety to all the competitors still racing.

f) Nature of the checks: as it is the checking of existing notes from the road book established by the Organisers, a rectification of omissions or the correction of possible errors, the extra notes must not be more than 10 % of the existing notes, except in special cases.

g) The cars and teams must be accredited by the Organisers and pay the relevant fee at the latest one month before the start of the Event.

**10.3** The road book and/or maps must be communicated to the competitors at the latest 10 hours prior to the start of the Event.

**10.1P** 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.

**10.2P** All competitors will be issued with an organisers' FIA approved GPS at a cost – payment to be made at documentation.

**10.3P** It is compulsory for all crews to attend the following official Briefings conducted by the Clerk of Course or his deputy.

1. First General Briefing will be held on Monday 20<sup>th</sup> October – Dubai International Marine Club – 10.00hrs
2. Daily Briefings – October 21<sup>st</sup>; 22<sup>nd</sup>; 23<sup>rd</sup> at the Liwa Bivouac – 19.30hrs.

**10.4P** Distress Beacon (COMPULSORY).

To comply with the Sporting Federations and the Administrative Authorities of the UAE, each vehicle must be equipped with a distress beacon. All the beacons will be identified with a personal code. These will be available for rental at documentation.

This distress beacon will be placed in the vehicle and must be easily accessible and able to be switched on without dismantling and without tools, if possible in such a way that it is accessible even if the vehicle is lying on one side or the other. A sticker / visible marking (provided by the competitor) must indicate where it is located.

In the event of a mechanical failure, you can wait for the Sweep/Course Closing Team to arrive and they will take you back to the bivouac. You must make your own personal arrangements [at your cost] for the recovery of your vehicle.

The Organisers have taken the appropriate measures to ensure your safety, but require your co-operation in following these instructions clearly should it be necessary to conduct a search.

**10.5P** All VHF, HF, CB transmitter/receiver or other electronic means of communication, other than GSM and/or satellite telephone, are forbidden.

The presence of one of these means of communication on board an assistance vehicle will result in the immediate exclusion from the rally of all competitors in the rally having any link whatsoever with the assistance vehicle in question.

**10.6P** The fitting of any type of GPS other than the model specified and supplied by the organisers is forbidden.

The use of all types of navigation equipment other than those described below will result in exclusion from the rally.

- 1- Tripmeter. Total and/or partial distance recorder operated solely by the rotation of the wheels, gearbox or transmission. Compulsory.
- 2- Magnetic Compass. Indicates the compass (magnetic) heading of the vehicle. Optional.

- 3- Compass heading repeater linked to the fixed GPS. Optional.
- 4- A fixed GPS system supplied on a hire basis by the official navigation equipment supplier.
- 5- A portable GPS system on a hire basis from the official supplier.

The following use restrictions apply:-

- A spare of items 1 & 4 may be fitted while there may only be one of each item 2, 3 and 5.
- No linking of the equipment either internal or external is authorized except between items 3 & 4.
- Items 1, 2 & 3 featuring multiple functions are not permitted, notably the association of trip meter, compass and GPS
- Only one portable GPS, if the option is taken up
- This item must have independent power source and aerial
- It must have no link, other than to GPS satellites, with any external equipment
- It must not be fixed or connected to the vehicle

A maximum of two GPS systems (4 – fixed ) or (5 - portable) may be carried on board a vehicle

The following general restrictions apply:-

- No navigation equipment with a mapping facility is permitted
- The maximum total surface area of screens of items 1 & 2 above may not exceed 50 sq cms
- All equipment supplied by the organisers will incorporate a unique identification code as well as a means of checking the route followed by the competitor on the day's stage
- Checks will be carried out and equipment may be exchanged for verification purposes
- Penalties for infringement are up to and including exclusion

Any competitor not complying with the above regulations will be reported to the Stewards who may impose penalties up to and including exclusion from the event.

## **11. TRAFFIC**

**11.1** Throughout the entire Event, the crews must strictly observe the traffic laws of the countries crossed. Any crew, which does not comply with these traffic laws, shall be subject to the penalties laid out below:

- a) 1st infringement: a cash penalty equal to 10% of the entry fees,
- b) 2nd infringement: a 1 hour time penalty,
- c) 3rd infringement: exclusion.

**11.2** In the event of an infringement of the traffic laws committed by a crew participating in the Event, the personnel, officers or selectively appointed officials of the event (judges of fact) having noted the infringement must inform the offender thereof as soon as possible. Should they decide against stopping or are unable to stop the driver in the wrong, they may request the application of the penalties provided for, subject to the following:

- a) That the notification of the infringement is made through official channels and in writing, before the posting of the classification of the Leg during which the infringement was committed.
- b) That the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, as well as the exact place and time of the offence.
- c) That the facts are not open to various interpretations.

**11.3** It is forbidden, under pain of exclusion:

- a) To transport the vehicles,
- b) Deliberately to block the passage of the vehicles, or to prevent them from overtaking.

**11.4** The wearing of homologated safety harnesses is compulsory throughout the Event, on pain of immediate exclusion.

**11.1P** 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 98 Unleaded and

diesel) for competitors only, will be available at the overnight Bivouac halts at the end of Legs 1, 2 and 3.

AVGAS may be used during the event but is not supplied by the organisation. Supplies of AVGAS can be obtained from:-

Shell Markets (M.E.) Ltd., Attn of Neena Fernandes  
E Mail [n.fernandes@shelldub.simis.com](mailto:n.fernandes@shelldub.simis.com)  
Tel + 9714 3035365  
Fax +9714 3321592

11.2P 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.)

## **12. ASSISTANCE AND REFUELLING**

12.1P Service is permitted at specific areas designated in the Road Book. Instructions giving the information for non competing (Service/Assistance) vehicles to access these areas, is provided in the Service Information Book. The movement of service/assistance vehicles is strictly controlled and is forbidden along the route of any Selective Section, 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.

The maximum speed permitted within the confines of a designated service area is 30kph.

All air assistance whatsoever is forbidden between the start and finish of a Leg, on pain of immediate exclusion on the decision of the panel of stewards, except in special cases specified in the supplementary regulations of the Event.

12.3 Towing or pushing is authorized between competitors who are still in the race, except in those zones that are under parc fermé rules (transit or towing in the zone).

The following penalties will be applied:

- 1) In one and the same Leg:
  - a) PC zone: 5'
  - b) TC zone (except Leg start): 30'.
  - c) Selective Section Start zones: 1 hour.
  - d) Finish Selective Section zone: 3 hours.
  - e) TC zone at the finish of the event: 5-hour penalty or fixed penalty if there is one.
  - f) TC zone at the start of the Leg: exclusion.
- 2) In a 2nd Leg: penalties 1 a, b, c, d, e are doubled.
- 3) In a 3rd Leg: penalties 1 a, b, c, d, e are replaced by exclusion.

12.4P Assistance zones are located after 215km +/- 10% during the selective section. On Leg 4 the Service/Assistance location will on the Road Section between SS 4 and SS 5

12.5 Helicopters for team managers will be as per General Prescriptions 12.5

## **13. INSURANCE**

The entry fee includes competitor and service vehicle cover for Civil Liability towards Third Parties, from (and including) 14<sup>th</sup> October 2003 to (and including) 29<sup>th</sup> October 2003.

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

#### **14. ADVERTISING AND IDENTIFICATION** (see plans for installation)

**14.1** Competitors are allowed to affix any kind of advertising to their vehicles, provided that:

- a) It is authorized by the FIA regulations and the legislation of the countries crossed.
- b) It is not likely to give offence.
- c) It does not encroach upon the spaces defined below reserved for plates, race numbers and windscreen strips.
- d) It does not interfere with the crew's vision through the windows.

**14.1P It does not contravene UAE Law that strictly prohibits the advertising of alcohol products.**

**14.2** The places reserved for the Organisers for collective advertising, which may not be bought, are situated on:

- the race numbers, 50 cm wide x 52 cm high (left and right front doors, roof) which may under no circumstances be cut out and must be stuck only on the front doors and on the roof of the vehicle (14 cm x 50 cm advertising may be divided, above and/or below),
- 1 set of rally plates, comprising for the front and rear: one plate fitting into a rectangle 43 cm x 21.5 cm of which 9 cm x 43 cm is reserved for the Organisers' advertising which may not be bought. It incorporates the competitor's race number in figures 4 cm high and with a stroke thickness of 1 cm, and the name of the event (compulsorily mentioned) is that indicated in the supplementary regulations which have been stamped by the FIA.

The front and rear identification plates must be positioned as vertically as possible and without any notable distortion within a surface defined by:

- a plane passing through the axis of the wheels;
- 2 vertical parallel lines situated 150 mm from the outer edge of the headlamp units (without exceeding the overall width of the vehicle);
- a horizontal line situated 300 mm from a line tangential to the upper edges of the headlamp units (following the line of the bodywork);

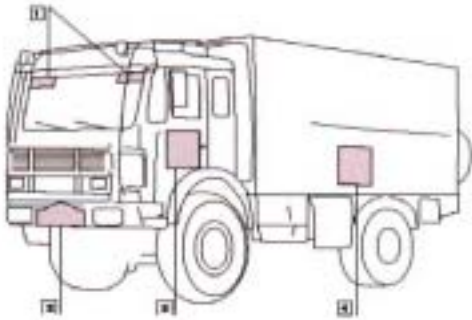
and except for the manufacturers' acronym, the plate must be the first inscription legible from the front above the line of the headlamps.

The rear identification plate must be positioned as vertically as possible on the bodywork or on the location of the rear window, if this is opaque.

- two strips 10 cm (high) x 25 cm (wide) to be affixed on each side of the upper part of the windscreen.



- 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**



**14.3** The Organisers' optional advertising will appear on two 50 cm x 52 cm (or equivalent surface area) panels to be affixed on the rear doors or wings (or equivalent location).

**14.4** The crews must ensure that the advertising is properly affixed throughout the running of the Event. If compulsory or optional advertising is absent or wrongly fixed, a penalty of 10% of the entry fee will be incurred for a first offence, and 100% of the entry fee for a repeated offence.

**14.5** If Organisers wishes to impose certain advertising, he must specify which type in the supplementary regulations, or, at the latest one month before the administrative checks, by means of a bulletin approved by the FIA. However, the name of an automobile manufacturer cannot be associated with the name of the event, nor can it appear in the advertising spaces imposed by the Organisers.

**14.6** Any optional advertising relating to a make of automobile, tyre, fuel or lubricant may result in an increase of 100% of the entry fee for a competitor who refuses it.

## **15. TIME CARD**

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

**15.1** At the start of the Event, crews shall be given a time card on which the times allowed and the maximum times authorized to cover each Road Section and each Selective Section shall appear respectively. This time card shall be handed in at the arrival control of each Leg and may be replaced by a new one at the start of the next Leg. Each crew is solely responsible for its time card.

**15.2** Any correction or amendment made to the time card will result in exclusion, unless such correction or amendment has been approved in writing by the controller.

**15.3** The crew alone is responsible for submitting the time card at the different controls and for the accuracy of the entries. The controllers are the only persons allowed to enter the time on the time card, by hand or by means of a print-out.

**15.4** Crews are obliged, under pain of penalties which may go as far as exclusion, to have their passage checked at all points mentioned on their time card, and in the correct order. The absence of a stamp or the failure to hand in the time card at any control will result in a penalty which may go as far as exclusion.

## **16. CONTROL ZONES**

**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., a sign on a red background indicates the position of the control post. The end of the control area, approximately 100 m further on, is indicated by a final sign on a beige background with three black transversal stripes.

The signs must always be located on the side on 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 "parcs 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 Event or to re-enter a control area once checking in has taken place at this control:

- 1st infringement: penalty of 10 minutes,
- 1st repetition of the infringement: penalty of 1 hour,
- 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 a time calculated taking into account the maximum time(s) allowed preceding this control for the last classified competitor.

**16.6** On pain of a penalty which may go as far as exclusion, 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 Stewards following a written report by the marshal in charge of the control post).

## **17. TIME CONTROLS**

**17.1** At the time controls, the controllers will indicate on the time card the check-in time, which corresponds to the exact moment at which one of the crew members submits the time card to the controller. The clocking of the time card will only be carried out if all the crew members and the vehicle are within the immediate vicinity of the control table.

**17.2** The check-in procedure commences the moment the vehicle passes the entry sign for the time control zone.

**17.3** The crew is forbidden to stop or to drive abnormally slowly between the zone entry sign and the control post.

**17.4** The target check-in time is that obtained by adding the time allowed for completing the Road Section to the starting time for that section. These times are expressed in hours and minutes and are always shown from 00.01 to 24.00.

**17.5** The crew does not incur any penalty for early arrival if the vehicle enters the control zone during the target check-in minute, or the minute preceding it.

**17.6** For Road Sections, the crew does not incur any penalty for late arrival if the time card is submitted to the controller during the target check-in minute.

**17.7** A crew which is supposed to check in at a control at 18h 58 min. shall be considered on time if the check-in takes place between 18h 58 min. 00 sec. and 18h 58 min. 59 sec.

**17.8** Any difference between the target check-in time and the actual check-in time will be penalized at a rate of 1 minute per minute or fraction of minute.

**17.9** For Selective Sections, the finish times will be taken at the maximum to the second.

**17.10** At the Time Controls at the end of Legs, crews are authorized to check in ahead of time without incurring a penalty.

**17.11** Any failure on the part of a crew to observe the rules of the check-in procedure defined above (and in particular the fact of entering a control zone more than a minute earlier than the check-in time) will be recorded by the chief controller at that post and sent in a written report to the clerk of the course.

**17.12** The exclusion time, or one or more maximum times, defined in the supplementary regulations may be modified at any moment by the panel of the stewards of the meeting, upon the proposal of the clerk of the course. The crews concerned shall be informed of this decision as soon as possible. Exclusion from the race or the fixed penalty for exceeding the maximum permitted lateness may only be announced at the end of a Leg.

**17.12.1** If the next Road Section does not start with a Selective Section, the check-in time entered on the time card shall constitute both the arrival time at the end of the Road Section and the starting time of the following one.

**17.12.2** When a time control is followed by a start control for a Selective Section, these two posts shall be included in a single control area, the signs of which shall be laid out as follows:

- a) Yellow warning sign with clock (beginning of zone).
- b) Red sign with clock (Time Control post) after approximately 100 m.
- c) Red sign with flag (start of the Selective Section) at a distance of 50 to 200 m.
- d) Finally, end of control sign (3 transversal black stripes on a beige background) 100 m further on.

**17.12.3** If the start of a Selective Section coincides with the start of a Leg, the starting time of the Selective Section will also be that of the Leg.

**17.12.4** At the finish of a Selective Section, the stop point will be twinned with a Time Control. The signs of Article 19.6 shall be utilised.

**17.13** At the Time Control at the finish of a Road Section, the controller will enter on the time sheet on the one hand the check-in time of the crew and on the other, its provisional starting time for the Selective Section. There must be a 5-minute gap between the two to allow the crew to prepare for the start. Furthermore, in the case of a puncture, the crew concerned will be allocated a maximum of 10 minutes extra.

**17.13.1** Immediately after checking in at the Time Control the crew will go to the start of the Selective Section. The controller will enter the time foreseen for the start of the Selective Section and will then give the start for that crew.

**17.13.2** In the case of an incident, should there exist a divergence between the two entries, the starting time of the Selective Section will be binding, unless the panel of the stewards of the meeting decides otherwise.

## **18. PASSAGE CONTROLS**

**18.1** In order to check that the crews are respecting the itinerary in the road book, Passage Controls will compulsorily be set up at a significant location mentioned and numbered in the road book. Each Passage Control location must be accompanied by its GPS specifications (except for Bajas).

The control zone will be defined using the following signs:

- a) Yellow sign with stamp (start of zone).
- b) After approximately 100 m, red sign with stamp (Passage Control post).
- c) Finally, 100 m further on, final beige sign with 3 transversal black stripes.

The location of these Passage Controls must be clearly visible and signalled to crews by means of flags and, wherever possible, sited on flat and solid ground.

**18.2** Closing time of Passage Controls

The closing time for Passage Controls will be declared taking into account:

- The distance covered since the start of the Section concerned.
- The time average of the Section under consideration (Selective or Time) imposed by the maximum allowed time.
- Of the ideal time of the last competitor, increased by 60 minutes.

This time must be mentioned in the road book or on the itinerary/schedule or by means of a bulletin.

**18.3P 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.

**19. SELECTIVE SECTIONS**

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

Selective Sections are speed tests which are preceded by or twinned with a time control for the starts, and followed by a time control after the finish.

**19P. Special Selective's 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.**

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 2003 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.

**19.1** During the Selective Sections, all members of the crew must wear safety harnesses and crash helmets homologated by the FIA, under pain of exclusion.

**19.2** Crews are forbidden to drive in the opposite direction to that of the Selective Section under pain of penalties which may go as far as exclusion.

**19.3** At the starts of Selective Sections, when the vehicle with its crew on board has stopped in front of the starting control, the controller will enter the actual time of the start of the vehicle in question on the time card (hour and minute), and will then countdown aloud: 30" - 15" - 10" and the last 5 seconds one by one. When the last 5 seconds have elapsed, the starting signal shall be given upon which the vehicle must start immediately. A 2-minute penalty shall be imposed on any crew, which fails to start within 20 seconds of the starting signal. If a competitor is unable to leave the control zone under his own power, the penalties set out in Article 12.2 shall be applied.

**19.4** The start of a Selective Section may only be delayed in relation to the scheduled starting time by the controller in a case of "force majeure".

**19.5** A false start, particularly one made before the controller has given the signal, shall be penalized by 1 minute at least or an increased time according to the controller's report. This penalty does not exclude heavier penalties being inflicted by the panel of the stewards of the meeting, especially if the offence is repeated.

**19.6** Selective Sections will end in a flying finish, the signs being positioned as follows:

- a) Yellow chequered sign (beginning of zone).
- b) After approximately 100 m, red chequered sign (flying finish).
- c) At a distance of 150 - 300 m, 2 red signs (clock and STOP).
- d) Finally, 100 m further on, final beige sign with 3 transversal black stripes.

Stopping between the yellow warning sign and the STOP sign is forbidden on pain of exclusion. Timing will be done on the finish line, which must have print-out equipment and shall be backed up by hand timing.

At a distance of 150 to 300 m after the finish, the crew must report to a control indicated by a red clock and a red STOP sign. The controller will enter on the time card the time of arrival (hour, minute and seconds), which will also be the starting time of the following Road Section (hour and minute). If several competitors arrive during the same minute, the marshal in charge of the post must stagger the starting times of these competitors from a minimum of 30" to 30" in the order in which they arrived. If a competitor is unable to stop in the zone or to leave it under his own power, the penalties set out in Article 12.2 shall be applied. If he does not stop at the STOP point to have his times entered, a 1-hour penalty shall be applied.

**19.7** During a Selective Section, unless provision is made to the contrary in the supplementary regulations, any assistance is forbidden other than that of another racing crew using parts transported by a racing crew. However, approved assistance zones may be set up by the Organisers.

**19.8** The starting intervals for Selective Sections must respect the same dispositions as those laid down for starting Legs except in a case of a road penalty.

**19.9** Any crew refusing to start in a Selective Section at the time and in the position allocated to it shall be given a penalty which may go as far as exclusion.

**19.10** 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 among 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.

## **20. REGROUPINGS**

**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.

**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.

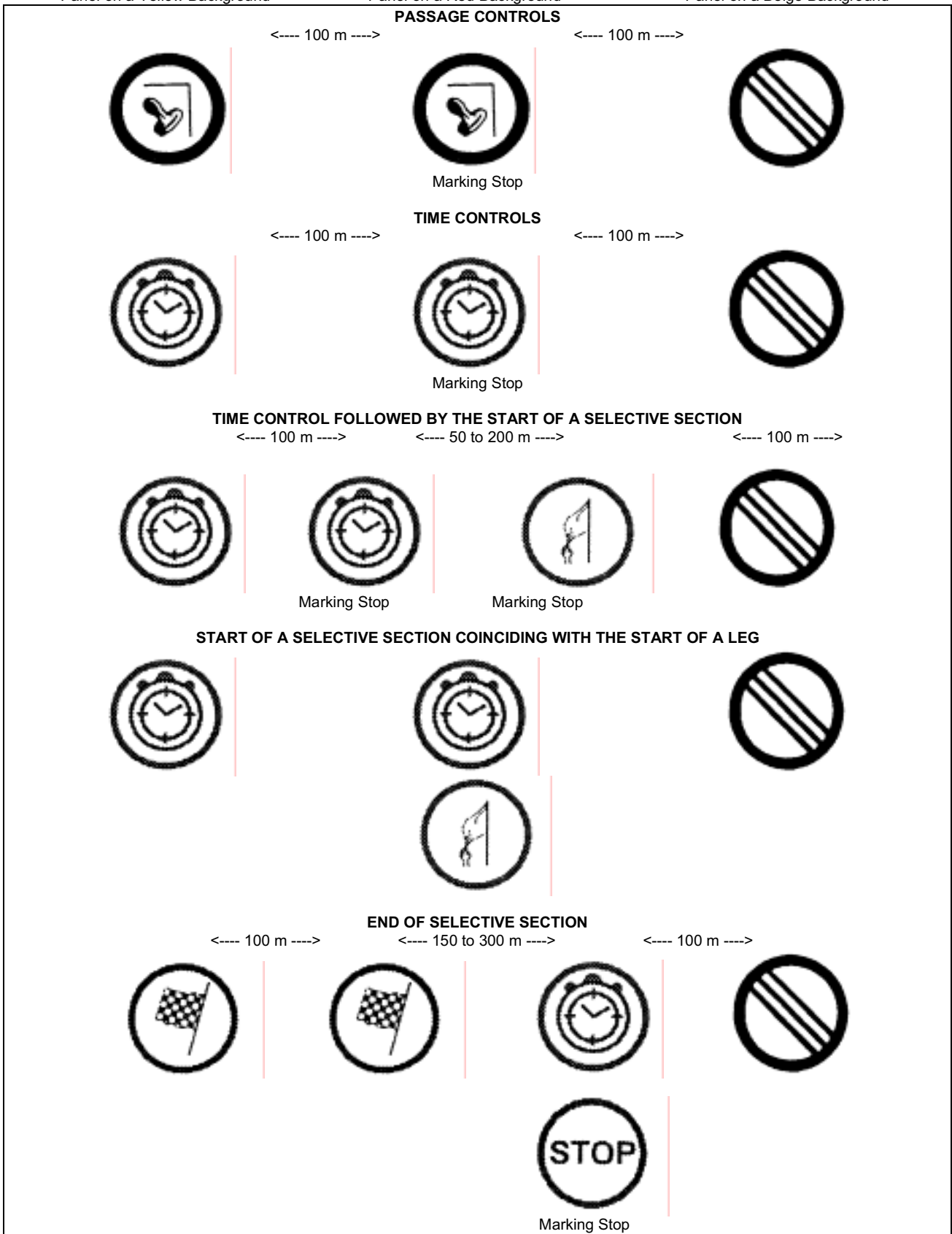
They must then drive their vehicle immediately and directly to the parc fermé. The starting order shall be that of the arrival.

**20.3** For safety reasons, on the proposal of the clerk of the course, the Stewards 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.

**21. SIGNPOSTING OF CONTROLS**

ZONE BEGINNING Panel on a Yellow Background      CONTROL Panel on a Red Background      END OF ZONE Panel on a Beige Background



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 Event.

It is recommended that the width of the control zone be defined: under no circumstances may this exceed 50 m.

## **22. PARC FERMÉ**

**Parc Fermé:** Zone in which no repairs or intervention is possible, except in the cases expressly provided for by these Standard Regulations.

**22.1** 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 penalized 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 Event and at least until the time for lodging protests has expired.

**22.2** Any infringement of the parc fermé regulations shall result in a penalty ranging from 10 hours to exclusion.

**22.3** Before the exit from all the parks or at the start of a Leg, if the Scrutineers of the Event note that a vehicle seems to be in a condition which is not compatible with normal use, they must immediately inform the clerk of the course, who may request that it be repaired.

In this case, the minutes used for such repairs shall be considered as the same number of minutes lateness registered on a Road Section. To prevent a crew from trying to make up lost time after repairs, the crew shall be given a new starting time. Any crew, which arrives more than 30 minutes late, will be excluded from the event (see Article 9.6).

**22.4** As soon as they have parked their vehicle in the parc fermé, the crew must leave the parc fermé immediately and no member of the crew will be allowed to re-enter it.

**22.5** By way of exception, and on the responsibility of an official, the crew may, while in the parc fermé at the start, regrouping zone or end of Leg:

- change one or two punctured or damaged tyres using the equipment on board,
- have a new windscreen fitted with the possibility of having outside help with the agreement of the clerk of the course.

These repairs must be completed before the starting time, otherwise a penalty of one minute for every minute's lateness shall be imposed.

**22.6** In order to remove their vehicle from a parc fermé for the start, regrouping halt or end of Leg, the crew shall be allowed to enter the parc fermé 10 minutes before its starting time.

**22.7** Inside the parc fermé, the engine may be started by means of an external battery, which cannot then be taken on board the vehicle.

## **23. ADMINISTRATIVE CHECKS AND SCRUTINEERING**

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

**23.1** All crews taking part in the Cross-Country Rally must arrive at scrutineering and/or administrative checks with all their members and their car in accordance with the timetable of the Rally. The Organisers may adopt a different system, with the approval of the FIA.

Financial penalties for lateness at the preliminary scrutineering, according to the timetable laid down by the Organisers, may be inflicted by the Stewards.

- Any crew reporting to the scrutineering area and/or administrative checks outside the time limits prescribed in the Supplementary Regulations of the Rally will not be allowed to start, except in a case of force majeure duly recognized as such by the Stewards.

**23.2P** Administrative Checks and Documentation will take place on Friday and Saturday, 18<sup>th</sup> and 19<sup>th</sup> October at the UAE Desert Challenge Rally Office, Dubai International Marine Club/Le Meriden Mina Seyahi, 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.



#### **Personal**

- FIA Competition licence
- ASN authority (stamp, visa or letter of approval).
- Passport photos
- Driving Licence valid for vehicle type being driven
- Entry form details and payment of entry fees
- Signing of the Indemnity Form

#### **Vehicle**

- Certificate of ownership of the vehicle or authorisation from the registered owner
- Current vehicle registration document for home country
- FIA Technical passport (where relevant)

#### **At the same time competitors will be given the following:**

- Rally plates
- 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 19<sup>th</sup> October.

**\*The ID bracelet, correctly attached to the wrist of competitors, crew and service personnel, is considered the only authorization to be present in an official location, service area and the bivouac. Personnel must show the bracelet at any time on request. A crew receiving assistance in any form from third parties not identified by the wearing of the bracelet are subject to a penalty of \$100 and up to and including exclusion (ref Art 8.7).**

**Scrutineering will take place on Sunday 19<sup>th</sup> October from 07.30h to 17.00h at Dubai Municipality Workshop at Al Jadaf in accordance with the timetable to be issued at documentation. Any vehicle and/or crew arriving more than 15 minutes late will incur a penalty of AED 250 for every 15 minutes of lateness. Directions to the location will be given in the General Information book. Competitors should allow a minimum of 30 minutes to travel from Dubai International Marine Club Le Meridien Mina Seyahi to the scrutineering location.**

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

#### **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. Produce FIA Technical Passport – if relevant**
- 6. Produce the Scrutineering booklet – as issued at Documentation**
- 7. Produce GPS in working order, fitted permanently to the vehicle**
- 8. Produce the Balise as issued by TD Comm**

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.

**23.3** Only those crews who have passed the administrative checks may present themselves with their vehicle equipped with its plates and numbers at scrutineering, which will be of a completely general nature: make and model of the vehicle, apparent conformity with the group in which it is entered, conformity of the safety items, conformity of the vehicle with the Highway Code. After scrutineering, if a car is found not to

comply with the technical and/or safety regulations, the Stewards may set a deadline before which the car must be made to comply.

**23.4** No vehicle will be allowed to start unless it complies with the FIA safety regulations and the present regulations.

**23.5** Additional checking of the crew members as well as of the vehicle may be carried out at any time during the Event.

At all times during the Event, the competitor is responsible for the technical conformity of his vehicle. The fact of presenting a vehicle for scrutineering is considered as an implicit statement of conformity.

**23.6** Should new identification marks be affixed, it is the responsibility of the crew alone to see that these are protected until the end of the Event. Should they be missing, the vehicle will be excluded from the Event. The competitors concerned must be notified in writing.

**23.7** Any fraud discovered, and in particular the fact of presenting as intact identification marks which have been retouched, will result in the exclusion of the crew, as well as that of any entrant or crew who has helped or been involved in the carrying out of the infringement. This will not prejudice the fact that the National Sporting Authority to which the competitor or accomplice belongs may be asked to impose heavier sanctions.

**23.8** Thorough scrutineering involving the dismantling of the vehicle for the crews in the first places of the general classification and in each group and category and possibly for any other crew, may be carried out at the absolute discretion of Stewards ex officio or following a protest or upon the decision of the clerk of the course.

## **24. PROTESTS - APPEALS**

**24.1** All the protests shall be lodged in accordance with the stipulations of the International Sporting Code. They must be lodged in writing and handed to the clerk of the course together with the sum of 500 US \$ which shall not be returned if the protest is judged unfounded.

**24.2** If the protest requires the dismantling and the re-assembly of different parts of a vehicle, the claimant must pay an additional deposit, which will be fixed by the Stewards.

**24.3** The expenses incurred by the work and by the transport of the vehicle shall be borne by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if the claim is founded.

**24.4** If the claim is unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the deposit amount, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned to him.

**24.5** The competitors may lodge an appeal against decisions given, in conformity with the stipulations of Chapter XIII of the International Sporting Code.

## **25. CLASSIFICATIONS**

The clerk of the course bears the responsibility for timekeeping.

**25.1** Penalties shall be expressed in hours, minutes and seconds. There will be a separate classification for T4 trucks. The final results shall be determined by adding the times obtained in the Selective Sections and the penalties (incurred during the Road Sections and other penalties expressed in time).

**25.2** In the event of a dead heat, the crew, which accomplished the best time for the 1st Selective Section, will be proclaimed winner. If this is not enough to determine the winner, the times of the 2<sup>nd</sup>, 3<sup>rd</sup>, etc., Selective Sections shall be taken into consideration. Except for the Legs and Prologue where no Selective Section has been run, the winner will then be determined according to the order of starting numbers. This rule may be applied at any time during the Event.

**25.3** Preliminary official classifications per leg will be posted according to the Supplementary regulations of the Event **See Art 1P.4**. These classifications become final within the time provided for in Article 174d) of

the International Sporting Code. The official results of the Event shall be posted on the official notice board at the latest 12 hours after the first vehicle finishes.

## 26. PENALTIES

The penalties, including the fixed penalties (variable), provided for in the supplementary regulations are indicated in the following table. Any failure to respect the texts of these regulations for which the penalties are not mentioned will be recorded in a report to the clerk of the course, and the panel of the Stewards will decide what penalty to impose.

ARTICLE 26 SUMMARY OF PENALTIES	Art. N°	ASN sanctions	Start refused	Exclusion	Time Penalty	Financial Penalty	Penalty decision at Stewards' discretion
Absence at Briefing	Art. 2					10% of the fees	
Retirement of a crew member or admission of a third party on board	Art. 5.4			X			
Incorrect, fraudulent or unsporting action committed by a competitor or crew member	Art. 5.5	X		X			May go as far as X
Vehicle's characteristics not corresponding to those on its entry form	Art. 7.6		X				X
Absence or faulty positioning of a race number or plate	Art. 8.4					10% of the fees (on certification)	
Absence or faulty positioning of 2 or more race numbers or plates	Art. 8.4					20% of the fees	
Names of the crew members and national flag not featured on each front wing of the vehicle	Art. 8.5					10% of the fees (on certification)	
Absence of bracelet	Art. 8.7					10% of the fees	
Reporting late at start of Prologue or start of Leg For each min. of lateness Up to 30 min. late + than 30 min. late	Art. 9.6		X	X	+ 1 min.		
Road Book not followed straying of more than maximum provided (after tolerance)	Art. 10.1			X	5 min. x Km or fraction		May go as far as X
Fitting and use of communication equipment	Art 10.5P						May go as far as X
Fitting and use of Navigation equipment	Art 10.6P						May go as far as X

<b>ARTICLE 26 SUMMARY OF PENALTIES</b>	<b>Art. N°</b>	<b>ASN sanctions</b>	<b>Start refused</b>	<b>Exclusion</b>	<b>Time Penalty</b>	<b>Financial Penalty</b>	<b>Penalty decision at Stewards' discretion</b>
Failure to respect the traffic laws of the countries crossed 1st offence 2nd offence 3rd offence	Art. 11.1			X	1 hour	10% of the fees	
It is forbidden to - transport the vehicles - deliberately block the passage of vehicles or prevent them from overtaking	Art. 11.3			X			
Not wearing harness	Art. 11.4			X			X
Air assistance between the start and finish of a Leg	Art. 12.1			X			
Cross-Country Rally and Marathons Towing: In one and the some Leg a) PC Zone b) TC Zone (except Leg Start) c) S.S. Start Zone d) S.S. Finish Zone e) TC Zone (Finish of the Event) f) TC Zone at Leg Start	Art. 12.3-B) – 1)			X	5 min. 30 min. 1 hour 3 hour 5 hour (or Fixed)		
Cross-Country Rally and Marathons Towing: In a 2nd Leg 1) a),b),c),d),e)	Art. 12.3-B) – 2				Penalties 12.3-B)-1 Doubled		
Cross-Country Rally and Marathons Towing: In a 3rd Leg 1) a),b),c),d),e)	Art. 12.3-B) – 3			X			
Absence or damaging of compulsory or optional advertising 1st offence 2nd offence	Art. 14.4					10% of the fees 100% of the fees	
Unauthorized modification of Road Book	Art. 15.2			X			
Absence of stamp or failure to hand in time-card at control	Art. 15.4			X			May go as far as X

<b>ARTICLE 26 SUMMARY OF PENALTIES</b>	<b>Art. N°</b>	<b>ASN sanctions</b>	<b>Start refused</b>	<b>Exclusion</b>	<b>Time Penalty</b>	<b>Financial Penalty</b>	<b>Penalty decision at Stewards' discretion</b>
Entering a control area from the wrong direction, or re-entering a control area when the time-card has already been checked 1st offence 2nd offence 3 <sup>rd</sup> offence	Art. 16.3			X	1 hour 5 hours		
Failure to comply with the instructions of the marshal in charge of a control post	Art. 16.6			X			May go as far as X
Per minute early or late	Art. 17.8				1 min.		
<b>Failure to obtain stamp at Passage Control</b>	<b>Art. 18.3P</b>				<b>3 Hours</b>		
Failure to wear the safety harness and FIA homologated helmets	Art. 19.1			X			
Driving in the opposite direction on a Selective Section	Art. 19.2			X			May go as far as X
Remaining on the starting line for more than 20 seconds after the starting signal has been given	Art. 19.3				+ 2 min.		
False start before the controller's signal  2nd offence	Art. 19.5				+ 1 min. minimum		+ sanctions
Stopping between the yellow sign and the stop sign	Art. 19.6			X			
Crew refusing to start a selective section at its allotted time and position	Art. 19.9			X			May go as far as X
Starting car towing or pushing	Art. 22.1				+ 1 min.		
Infringement of parc fermé regulations	Art. 22.2			X	10 hours minimum		May go as far as X
Vehicle failing to comply with the safety regulations	Art. 23.4		X				
Responsibility / absence of identification marks	Art. 23.6			X			
- Fraud concerning the identification marks	Art. 23.7	X		X			
- And the crew which helped commit this fraud		X		X			

## APPENDIX 1

### Safety

#### I- **GENERAL CONDITIONS**

##### 1- Vehicles

Cross-Country Rallies are open to vehicles of a maximum gross weight of up to 3,500 kg for Groups T1, T2 and greater than 3,500 kg for Group T4, in due possession of a registration certificate. These vehicles must comply with the safety specifications laid down by the International Convention on Road Traffic, as well as the safety specifications laid down by the FIA regulations and by these regulations. **(Article 4.1, first paragraph)**

##### 2- Administrative checks and scrutineering

2.1 Only those crews who have passed the administrative checks may present themselves with their vehicle equipped with its plates and numbers at scrutineering, which will be of a completely general nature: make and model of the vehicle, apparent conformity with the group in which it is entered, conformity of the safety items, conformity of the vehicle with the Highway Code. After scrutineering, if a car is found not to comply with the technical and/or safety regulations, the stewards may set a deadline before which the car must be made to comply. **(Article 23.3)**

2.2 No vehicle will be allowed to start unless it complies with the FIA safety regulations and the present regulations. **(Article 23.4)**

##### 3- Insurance

The entry fees include the insurance premium, which guarantees the competitor cover for civil liability towards third parties. The insurance cover will come into effect at the start of the Cross-Country Rally and will cease at the finish of the Cross-Country Rally, except in selective cases provided for in the supplementary regulations. The insurance covers and their limits must be stated in the supplementary regulations of the event. **(Article 13)**

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

#### 4 P **Organisers Safety Measures**

##### **First Aid Kit SAFETY**

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

- ◆ eye lotion (boroclarine, stilla or equivalent)
- ◆ disinfectant cream (betadine, biafine or equivalent)
- ◆ pain killers (aspirin or equivalent)
- ◆ a haemostatic (coagulant)
- ◆ anti diarrhoea tablets (immodium or equivalent)
- ◆ sun cream for the skin and lips
- ◆ selection of sterile bandages, plasters, safety pins
- ◆ Re-hydration powder

##### **Survival Equipment**

- Small hand shovel
- Smoke Canisters
- Distress flares (min. 3)
- 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 (**telephone only**)
- Mirror
- 1 extended flashing torch/strobe light

### **Organisers Safety Measures**

#### **Mobile phone (recommended but not compulsory)**

The organisers recommend the use of a mobile phone. Emergency Numbers can be called in case of injuries or important material damages during the race (mechanical problem or crash). Mobile phones can be rented during documentation.

#### **Survival Rations**

The Organisers will provide Emergency Survival Rations and bottled water to each competitor during distribution of the Road Book the evening prior to the Leg.

**Bottled water and 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.

## **II- RUNNING OF THE EVENT**

### 1- 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. (**first point of Article 2**)

### 2- Road Book

See Article 10 of the General Prescriptions.

### 3- Traffic

3.1 Throughout the entire Cross-Country Rally, the crews must strictly observe the traffic laws of the countries crossed. Any crew, which does not comply with these traffic laws, shall be subject to the penalties laid out below:

- a) 1st infringement: a cash penalty equal to 10% of the entry fees,
- b) 2nd infringement: a 1 hour time penalty,
- c) 3rd infringement: exclusion.

3.2 In the event of an infringement of the traffic laws committed by a crew participating in the Cross-Country Rally, the policemen, officers or selectively appointed officials of the event (judges of fact) having noted the infringement must inform the offender thereof as soon as possible. Should the police decide against stopping or are unable to stop the driver in the wrong, they may request the application of the penalties provided for, subject to the following:

- a) that the notification of the infringement is made through official channels and in writing, before the posting of the classification of the Leg during which the infringement was committed,
- b) that the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, as well as the exact place and time of the offence,
- c) That the facts are not open to various interpretations.

3.3 It is forbidden, under pain of exclusion:

- a) To transport the vehicles,
- b) Deliberately to block the passage of the vehicles, or to prevent them from overtaking.

3.4 The wearing of homologated safety harnesses is compulsory throughout the Cross-Country Rally, on pain of immediate exclusion. (Art. 11.4)

3.5 The road book and/or maps must be communicated to the competitors at the latest 10 hours prior to the start of the event. (Art. 10.3)

#### 4- Selective Sections

4.1 During the Selective Sections, all members of the crew must wear safety harnesses and crash helmets homologated by the FIA, under pain of exclusion. **(Article 19.1)**

4.2 Crews are forbidden to drive in the opposite direction to that of the Selective Section under pain of penalties which may go as far as exclusion. **(Article 19.2)**

4.3 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 19.10, last paragraph)**

4.4 The dividing up of the Selective Sections must be such that the majority of competing crews can cover most of the route in daylight. It is prohibited to give the start of a Selective Section at night. The maximum length of the Selective Sections per Leg is set at 800 km. **(Article 1.5)**

#### 5- Regroupings

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, neutralized, in convoy, and be or not be under the parc fermé rules. **(Article 20.3)**

#### 6- Halt

After a driving time of between 12 and 20 hours, a halt of at least 6 hours is compulsory. A halt of at least 18 hours is compulsory after 10 Legs of the race, except otherwise decided by the panel of stewards, upon proposal from the clerk of the course. **(Article 1.6, first paragraph)**

#### 7- Classification

For safety reasons, there will be a separate classification for T4 trucks in international cross-country. **(Article 4.1, last paragraph).**



<b>APPENDIX 2</b>
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### **Specific conditions for Group T1 vehicles**

On the vehicles in this category, the following parts:

- Gearbox,
- transfer box,
- Front axle and
- Rear axle

Must not be replaced and/or dismantled for overhauling, and the engine block/lower casing assembly must not be separated.

The competitor must provide holes with a minimum diameter of 1.5 mm allowing the passage of the sealing wires, to prevent:

1. The changing of complete parts;
2. The dismantling for repairing these parts (piercing the lugs on housings, heads of screws on the main and subsidiary housings, etc.).

These holes must be easily accessible for the Scrutineers, so that they can seal the parts without difficulty.

Should a competitor present his vehicle for scrutineering without having already pierced the holes for sealing as specified in the present regulations, he may not be allowed to take part in this category.

The parts, which cannot be changed and/or repaired, are:

- complete front and rear axles (housings, axle nose, banjo, all internal mechanical parts, etc.) with the exception of the axle shafts and cardan joints which are free;
- Complete gearboxes (main and subsidiary housings, all internal mechanical parts, etc.);
- Complete transfer boxes (main and subsidiary housings, all internal mechanical parts, etc.);
- Engine block complete with rods and lower engine housing;
- Bare cylinder head.

Only the following may be separated (on condition that this can be done without removing the seals) in order to carry out repairs:

- Cylinder\_head and block [for cylinder head gasket(s) and valves]
- block and clutch housing (for complete clutch).

The absence, whether notified or not, of an identification mark concerning the sealed parts, will result in the exclusion of the vehicle from the marathon category; however, if the Stewards so decides, the competitor may continue to race in Group T2.

In order not to be penalized for the possible loss of sealings, the competitor may request the Scrutineers to add sealings in those spots, which he deems vulnerable.

**LIST OF PRIZES AND AWARDS**

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

General Classification

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

Group Awards

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

Class Awards

1st in each Class	Two (or three) trophies
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Other Awards

Best Ladies Team	Two trophies
Team Award	One trophy
Prologue Winner	One trophy
Prologue Award	Two trophies (Cars) / Three trophies (Trucks)
Spirit of the Rally	Daily on Legs 1-3: Two or Three trophies for Cars or Trucks (As determined by Organisers)

**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.

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

CASH AWARDS ARE NOT CUMULATIVE.