رالـــي دبـــي الـصحـراوي

DUBAI INTERNATIONAL BAJA

SUPPLEMENTARY REGULATIONS

AUTO NATIONAL



EMSO

منظمة الإمارات للسيارات والدراجات النارية

EMIRATES MOTORSPORTS ORGANIZATION

1) Introduction

1.1: On Thursday 5th of November to Sunday 8th of November 2026, an event titled "Dubai International Baja", hereinafter referred to as "the Event" will be staged as a round of the 2026 FIA BAJA World Cup and FIA BAJA Middle East Cup in the Emirate of Dubai.

1.2: In addition to the FIA International Event taking place, a national level support Event will run concurrently for National Spec cars and buggies (run to EMSO National Sporting Code, these regulations and certain parts of the FIA International Sporting Code, FIA Cross Country Sporting Regulations when referred to in these regulations.

Those running in the national category must comply with these regulations.

1.3: The Event is a rally, with the competitors ranked in the order of how quickly they have completed both passing of the stages (subject to any penalties being added). Failure to complete less than 75% of the total accumulative Specials Stage distance of the rally will result in a competitor being considered to have not finished the rally (DNF).

1.4: The digital notice board for the National class will be on the Sportity app.
Code is **26DIBNATAUTO**

DRAFT

2) Timetable

Date	Time		Location
18/09/2026	09:00	Issuing of Rally Guide	Event Website & Sportity
28/09/2026	09:00	Publishing of the supplementary regulations	Event Website & Sportity
16/10/2026	**17:00**	**Closing date for entries**	Event Website
	17:00	**Closing date for order of extra service in SP**	Event Website
29/10/2026	17:00	Publication of the entry list	Event Website & Sportity
	17:00	Publication of the Documentation & Scrutineering timetable	Event Website & Sportity
04/11/2026	09:00 - 18:00	Service Park opened for logistic offloading only.	Festival City Mall, South Parking
04/11/2026	17:00	Applications for Media Accreditation close	Event Website
04/11/2026	**15:00 - 17:00**	**Administrative checks & collection of documents**	Service Park, Admin Tent
	15:30 - 17:30	Collection of rally safety tracking system	Service Park, Admin Tent
	15:30 - 17:30	Collection of navigation GPS (NAV-GPS)	Service Park, Admin Tent
	16:00 - 18:00	**Scrutineering**	Festival City Mall, South Parking, EMSO Scrutineering Tent near Parc

			Ferme
Date	**Time**		**Location**
05/11/2026	07:00 - 22:00	Rally Office open	Service Park, Festival City Mall, EMSO Caravan
	08:00 - 19:00	Opening of Media Centre	Dubai Festival City Mall, Service Park Tent
	08:00 - 19:00	Media Accreditation	Dubai Festival City Mall Service Park Tent
	18:30 - 20:00	Pre-Event Press Conference	Dubai Festival City Mall - TBC
	18:30 – 20:00	Competitors Briefing by Clerk of the Course	Digital Notice Board - TBC
	18:00	Publication of the start list for Prologue and Ceremonial Start	Digital Notice Board

Date	**Time**		**Location**
06/11/2026	07:00 - 23:00	Rally Office opening hours	Service Park, Festival City Mall
	08:00 - 19:00	Opening of Media Centre	Dubai Festival City Mall, Service Park Tent
	8:30-10:00	Prologue Unloading Zone open	Mushrif Park - Parking Lot
	10:00	Departure of from the prologue Pre-Start area (1st National Auto/SSV)	Mushrif Park - Parking Lot -TBC
	10:20	Start of Prologue (1st National Auto/SSV)	Mushrif Park
	18:15	Publication of the Provisional Classification of the Prologue	Digital Notice Board
	20:00	Ceremonial Start (1st Moto)	Festival City Mall, Festival Bay
	20:00	Publication of the start list for TC0	Digital Notice Board

Date	**Time**		**Location**
07/11/2026	07:30 - 19:00	Rally Office opening hours	Service Park - Festival City Mall
	07:30 - 19:00	Opening of media centre	Festival City Mall - Service Park tent
	08:01	Start of the Rally – Stage 1 (1st Moto), Section 2	Exit of Service Park - Dubai Festival City Mall
	09:36	Issuing of the road book (1st Moto)	Start of SS 1
	11:40	Finish of Stage 1 (estimated time of 1st Moto)	End of SS 1
	20:00	Publication of start list for Stage 2	Digital Notice Board

DRAFT

	22:00	TC 1C closes for all classified vehicles (except those Re -Starting)	Parc Fermé In
Date	**Time**		**Location**
08/11/2026	06:00 - 19:00	Rally Office opening hours	Service Park - Festival City Mall
	06:30 - 19:00	Opening of media centre	Festival City Mall - Service Park tent
	07:01	Start Stage 2 (1st Moto)	Parc Fermé
	08:36	Issuing of the road book (1st Moto)	Start of SS 2
	10:45	Finish of Stage 2 (estimated time of 1st Moto)	End of SS 2
	Immediately after entering TC2B	Final scrutineering (following the marshals' instructions)	In Parc Ferme
	17:30	Publication of Provisional Classification	Digital Notice Board
	After the Stewards have declared the Classification final	Publication of Final Classification	Digital Notice Board
	19:00	Podium Ceremony & Prize-giving	TBC - Bulletin on Digital Notice Board

DRAFT

3) Organisation

3.1: Organiser's name

Emirates Motorsports Organization (EMSO)

3.2: Address and contact details

Dubai International Baja
P.O. Box 5078
Dubai, United Arab Emirates
Email: Entry@emso.ae

Tel: + 971 4 2961122
Fax: + 971 4 2961133
http://www.dubaiinternationalbaja.com/

3.3 Organisation Committee

Chairman:	Khalid Bin Sulayem
Members:	Adel Sarris
	John Spiller
	Atiq Hassan Mubarak

3.4: National Officials

Event Director:	Bryan Gener (EMSO #026 02508)
Clerk of the Course:	Jean-Francois Lefebvre (EMSO #026 01168)
Route Director:	John Spiller (EMSO #026 0050)
Event Manager:	Cesar Abou Chacra (EMSO #026 03731)
Chief Safety Officer:	John Paul Corpuz (EMSO #026 00497)
Chief Medical Officer:	Dr. Sean Petherbridge
Chief Scrutineer:	TBC
Chair of the Panel of the Stewards:	Anthony Gonsalves (EMSO #026 00246)
ASN Steward:	Al Mujtaba Suliman (TBC) (EMSO #026 00438)
Steward:	Joshua D'Cruz (EMSO #026 00129)
Environmental Steward:	Andreja Prel (EMSO # 620017180)
CRO:	Fady Aoun (ASN STW 025-005)

DRAFT

4) Entry Procedure

4.1 To enter, the National entry form must be completed and submitted by close of business on 22nd October 2026, and none will be accepted after that point. To enter, the National form must be completed and submitted online here. Any questions may be sent to entry@emso.ae.

Conditions for competitors/drivers to enter in National category:

Driver never entered in FIA World Cup or FIA World Championship event.

4.2 Competitor Licences

Crews entering the National Auto and SSV Buggy Event must hold a minimum of a National Rally Licence, issued by either the EMSO or another FIA member ASN.

Should the competitor have a licence from an ASN other than the EMSO, it must be accompanied by the appropriate Start Permission.

4.3 OVERSEAS DRIVER/CODRIVER SPECIFICITY:

Medical insurance / Repatriation insurance is compulsory.

The UAE rate of the entry will increase according to the cost of the insurance. If Two crews are Overseas, the rate of the entry will be the applicable FIA Overseas rate. **Cost by person AED 2685.**

4.4 Service Crew

Service crew and vehicles will need to register and can find the entry form on the Event website here.

4.5 On-Board Cameras:

If requested by the organizer's film production crew, a competitor must carry an on-board camera or other recording device and the devices' location must be approved by the scrutineers on the day. Competitors wishing to use personal cameras inside their vehicles must inform the organization in writing prior to the Event start or at administration on the day of the Event to the CRO. Location must be approved by a scrutineer.

4.6 Use of Image rights

The competitor & their team recognize that the Dubai International Baja is a promotional operation from which they can benefit by the coverage they acquire there. The Organizer holds all the rights necessary for the production and retransmission, in all mediums, all over the world, of images and sounds related to this Event. In order to allow the widest possible dissemination and promotion of the Dubai International Baja, any person participating in the rally is subject to the rules and acknowledges that their participation in the Event authorizes the organizer and their rights holders,

DRAFT

or others having cause to reproduce and represent, without remuneration of any kind, their names, voice, image, biography and more generally their sports performance in the framework of the rally as well as the brand/s of its suppliers, manufacturers and sponsors, in any form, on any existing or future medium, in any format, for any communication to the public worldwide, for any use including for advertising and / or commercial purposes without any other limitation than those referred to below, and for the duration of the protection currently granted to these holdings by the laws or regulations, the judicial and/or arbitral awards from any country as well as current or future international conventions, including any extensions that may be made to this duration. The participants concede to the Organizer, in name and on behalf of their sponsors and/or the manufacturer of their vehicle, the right, as part of any exploitation derived from the Event, including sponsors and media of the Event, to reproduce in whole or in part at the discretion of the organizer on any existing or future support, worldwide, without any limitation, for the most longest duration legally recognized by both UAE and foreign laws, current or future international conventions including for any extensions that may be made to this duration, names, trademarks or logos of said sponsors and / or visual machines/vehicles.

5) Insurance

5.1 Public Liability Insurance cover

The entry fee includes cover for third party civil liability coverage of the competitor from the start of documentation until retirement/ disqualification, the limit for protests and appeals, post Event Scrutineering.
Only Competitive vehicles (non GCC) are covered for Civil Liability towards Third Parties (Road Legal), from 2nd – 9th November 2026.

This cover provides for a maximum liability, in respect of any one claim or series of claims resulting from one accident of AED 38,888,000 (USD 10,581,800. Damages to rally and/or service cars as well as the liability of a crew member towards other crew members are not covered by the insurance provided by the organizers.

5.2 Overseas & GCC entries cover

Accident & Sickness Emergency Medical and Repatriation expense is **NOT** included in the entry fee to a level of AED 90,000 more than AED 15,000. An additional fee to cover this cost will need to be charged to all entries that are not having an EMSO competition licence. (See section 4.2)

5.3 Declaration in case of accident

In case of an accident leading to an insurance claim, the competitor or his representative must make a written statement to the Clerk of the Course, the Competitors Relations Officer, or directly to the Organizer, immediately. This statement must mention the accident circumstances, the names and addresses of the casualties, as well as contact. Any breach of this rule will be reported and may result in a penalty, at the discretion of the Stewards. Nevertheless, if a driver taking part

in the rally is involved in an accident in which a member of the public sustains physical injury, the driver concerned must report this to the next passage control as specified in the road book.

5.4 Individual Accident Insurance

It is highly recommended to take out additional individual accident insurance, which may allow the Competitors to cover additional costs, with an insurance company of their choice.

5.5 Medical insurance rules in UAE

It is important for all Competitors to fully understand the situation with regards to medical expenses according to the UAE rules.
In the event that ''you'' the registered Competitor has an accident during the Event and requires medical attention in a hospital then the following procedure needs to be followed:

• **On release from Hospital any Medical costs need to be settled by you or a third party before leaving the hospital and the complete original medical documentation must to be collected.**

In case of accident, a claim form will be sent to you or third party by email, which needs to be completed along with the Hospital report and receipt.
Once received and verified, then these documents are forwarded onto our Insurance Company for review and process.

Please note than there is an excess applicable to all insurance claims.
By the fact to sign your entry form, you fully understand the above, and the medical costs must be settled before leaving the hospital.

6) National Classes & Prizes

6.1 Classes

AUTO	
Class	**Restrictions**
SSV STOCK	Class for series-production Side-by-Side (SSV) vehicles equipped with naturally aspirated, OEM engines, with an improved safety cage and safety equipment in accordance with the requirements specified in these Technical Regulations. All vehicles must hold a valid EMSO Technical Passport or a Technical Passport issued by another recognized ASN.
SSV PRO	Class for series-production Side-by-Side (SSV) vehicles equipped with OEM production engines and an OEM forced-induction system, with an improved safety cage and safety equipment in accordance with the requirements specified in these Technical Regulations. All vehicles must hold a valid EMSO Technical Passport or a Technical Passport issued by another recognized ASN.

T1 Spec	Modified cross-country cars built to the FIA T1 concept, or T1 vehicles that do not comply with the latest applicable FIA Appendix J, Art. 282, 283 or 285. Vehicles built to SCORE regulations will also be accepted in this class. Each vehicle must consist of two members: Driver and Navigator. All vehicles must hold a valid FIA Technical Passport or a EMSO Technical Passport or a Technical Passport issued by another recognized ASN.
T2 Spec	Series-production cross-country cars built to the FIA T2 concept, or T2 vehicles that do not comply with the latest applicable FIA Appendix J, Art. 282, 283 or 284. Each vehicle must consist of two members: driver and navigator. All vehicles must hold a valid FIA Technical Passport or a EMSO Technical Passport or a Technical Passport issued by another recognized ASN.

*** **In addition**, FIA T3 and T4 cars that do not comply with FIA Appendix J, Art. 286/286A, together with vehicles that fail FIA technical scrutineering, will be accepted in this class and distributed between SSV pro and SSV Stock according to their engine specification.

All vehicles must hold a valid FIA Technical Passport or a EMSO Technical Passport or a Technical Passport issued by another recognized ASN.

T3 and T4 vehicles may be permitted to race without an air restrictor if they use an unmodified engine and forced-induction system.

DRAFT

6.2 Prizes

The following prizes will be awarded for National class vehicles:

- NATIONAL CATEGORY OVERALL - 1st, 2nd and 3rd — Two trophies each
- SSV PRO - 1st — Two trophies each
- SSV STOCK – 1st — Two trophies each
- T1 Spec Car – 1st — Two trophies each
- T2 Spec Car – 1st — Two trophies each

7) Advertising

7.1: Advertising on competitive vehicles must be in conformity with Article 10.6 of the 2026 ISC as well as Article 20 of the 2026 FIA Cross Country Rally Sporting Regulations.

7.2: Advertising identification

Composition of Organizers' compulsory and optional advertising will be presented and included in special spacing chart. Please refer to 2026 FIA Cross Country Rally Sporting Regulation, section 19.

7.3: Advertising Plan

In accordance with Art. 20 of the 2026 FIA Cross Country Rally Sporting Regulations.

8) Identification Numbers

- Size of rally plates (width x height): front and rear plate: 19 x 18cm
- Size of race number panels (width x height): left and right panel 30 x 31cm
- Size of windscreen band (width x height): 110 x 10cm
- Size of optional advertising panels (width x height): left and right panel 30 x 31cm



9) Refuelling and Servicing

9.1 All National competitors may only refuel and service in permitted areas in the Service Park at Dubai Festival City Mall or at any designated refuel zone in the road book. Only tasks directly related to refuelling may be performed inside an RZ. All personnel involved in refuelling must wear fire-protective clothing, including long trousers, long-sleeved top, closed shoes, gloves, and a balaclava. The vehicle engine must be switched off during refuelling, and the crew must stay outside the vehicle. The competitor is solely responsible for the refuelling process, including compliance and fuel quantity.

9.2 All National competitors will be subjected to a mandatory **20-minute** stop at all designated refuel zones. **It is the competitor's own decision whether or not to refuel at these zones, however they must STOP.** These mandatory refuel zone stops allow all competitors irrespective of fuel range to compete equally and ensures that refuelling is conducted safely. Failure to comply will result in a penalty of 40 mins for each infraction.

9.3 During stage refueling, only the main fuel tank may be filled. Refuelling of the sub tanks or any aux. tanks is not permitted under any circumstances.

9.4 Assistance allowed

Competitors whose vehicle is not road registered with a UAE white plate. Will need to arrange their own team assistance to tow the competition vehicle by trailer to the DSS from the service park and from the ASS back to the service park. No vehicle which is not road registered while displaying the correct licence plate and insured, may be driven on the public roads.

The Service Park will be in the vicinity of Dubai Festival City Mall, South Parking Lot. The speed of vehicles in the service park may not exceed 25 km/h. A layout of the Service Park will be posted on DNB one week in an updated Rally guide before the event. From TC P0 onwards, service of a competing car may be carried out in Service Areas (Service Parks and Bivouacs) and road sections.

9.4.1 After the finish of Stage 1 and the arrival to the Bivouac/Service Park on 7th November there is no timed service.

9.4.2 Any service is forbidden during Selective Sections. Only crews from National group vehicles still in the competition for the current Stage/SS may assist each other.

10) Starting Order & Finish Procedures

10.1 National Cars will follow the itinerary of the international Event. That itinerary and starting order will be published prior to the start of the Event.

10.2 A prologue will be organized to establish the start order for the following section of the event. The prologue will take place in the Mushrif Park area. This is approximately 13 kms from the Service Park. All National Cars/SSVs that are not street legal, should plan to trailer their vehicles to Mushrif Park and back to Dubai. Any competitor that fails to start, or does not complete the prologue section, will be penalized and start last on SS1.

The national class vehicles will start 30 mins after the last FIA car for Stages 1 and 2.

DRAFT

10.3 The ceremonial start will take place on Friday 6th November at Dubai Festival City Mall - Waterfront Bay, see Art. 2

10.4 On Sunday 8th November, all the vehicles will enter a Parc Fermé next to the Service Park after completing Stage 2. Before entering the Parc Fermé all navigation and safety devices will be removed by the service provider. The onus is on the Competitor to immediately collect the holding deposit from EMSO Account Department in Documentation room. In case of deposit refund by bank transfer requested by the Competitor or Team, a mandatory electronic transfer fees will be systematically applied

11) Navigation and Tracking

11.1 Road Book

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

11.1.2 The route of the Event will be defined by the road book and a combination of visible and hidden GPS waypoints. Each vehicle must be equipped with a:

1. ERTF Unik 4 GPS kit

Each entrant must order their own ERTF equipment and can find the details on how to order in the Rally Guide or here on the ERTF website.

11.1.3 The Organiser will issue the Road Book one day at a time

• A digital Road Book will be used.

• Modifications of the opening team will be in the road book.

Road Book for the SS will be automatically unlocked at TC DSS. Any action which causes the unlocking of the GPS before the check-in of the crew at TC DSS will be reported to the Stewards.

11.1.4 Official time used during the event:

- Gulf Standard Time Zone (GMT +4)

11.2 Tracking Equipment

11.2.1 Each vehicle must be equipped with a Competitor Tracking Device that will be provided at scrutineering by SPORTTRAX (COMPULSORY).

11.2.2 The Sporttraxx Tracking cost has been included in the Entry Fee. No additional brackets or aerials are required. A **€250** deposit will be taken for the safe return of the devices at event administration office.

DRAFT

11.2.3 You can download the Sporttraxx Tracking app from the Google or Apple stores below.

Google App Store:
https://play.google.com/store/search?q=sporttraxx&c=apps

Apple App Store:
https://apps.apple.com/pl/app/sporttraxx-races/id1573718426

11.3 Other **Forms of Communications**

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

11.3.2 Conditions of use of Satellite and GSM telephones:

For safety reasons the presence of a satellite telephone and/or a GSM phone (except PDAs or GSM phones featuring a GPS function or maps) on board vehicles is authorized. The number(s) must be given to the organizers during administrative checks. In no case may telephones be in 'on' mode during selective sections. Spot checks will be made. Only in case of problems may telephones be used, only outside of the vehicle, with the vehicle stopped, to signal a retirement, an accident or a breakdown.

All infractions will result in penalties up to and including disqualification from the race.

No permanent aerial, 'hands-free' kit, fixed installation or pre-wiring is authorized in the vehicle. No SMS, MMS, data transmission is allowed, and all equipment such as data cables, infrared links, Blue Tooth, Wi-Fi etc. is banned. Only the telephone mode is allowed to be used. All infractions will result in disqualification from the race. Checks will be made throughout the rally.
Only GSM telephones and/or GSM's functions of PDA's, computers and other systems may be used from within the cockpit as a telephone on road sections.

Radio and transmissions

DRAFT

Only the following aerials will be authorized:

- For the race GPS, provided by the organisers suppliers,
- Satellite and/or GSM link to the Tracking Devices, provided by the organiser's suppliers

To the exclusion of all other type of aerial, linked or not, of type Standard C, D+, M, mini M, Argos, radios, telephones etc. All infractions may result in exclusion from the race.

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 other than GSM or satellite phone with the assistance vehicle in question.

11.4 Navigation

11.4.1 The fitting of any type of GPS other than the model specified and supplied by ERTF is forbidden. The use of all types of navigation equipment other than that compulsory described below will result in exclusion from the Event.

1. Trip meter. 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 each fixed GPS. Optional.
4. A fixed GPS system supplied on a hire basis by the official navigation equipment supplier.

The following use restrictions apply:

- A spare of items 1 & 4 above may be fitted while there may only be one of item 2.
- No linking of the equipment either internal or external is authorized except between items 3 & 4.

11.4.2 The following general restrictions apply:

- No navigation equipment with a mapping facility is permitted
- 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 disqualification.

11.5 Accidents on Route

Should a competitor arrive at the scene of an accident, which involves injury, they must stop and provide whatever assistance is appropriate until the arrival of the emergency services. A

DRAFT

competitor who stops to aid another competitor may apply in writing to the stewards for a time allowance to be applied.

Any crew that witnesses an accident placing another competitor in physical danger must:

- Stop,
- Press the Emergency button on their 'tracking system'
- Contact Rally HQ using the either their tracking system, or a GSM Phone, to report the situation, Wait for the rescue service or another competitor to arrive,

11.6 Selective Sections

Special Selective 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.

11.7: Reconnaissance

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 organizers of the 2026 Dubai International Baja, 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 disqualified from the Event. A commercially available map, free of any markings, other than those deduced from the organizer's road book may be carried on board a competing vehicle.

11.8 Tests

Competitors who wish to perform tests in Dubai prior to the Event are required to notify the Organisers of their intentions, with details of dates/timing/location and obtain written permission. On application, areas within which it is permitted to test will be advised or confirmed to the applicant.

12) Protest Procedure

12.1 Any competitor who wishes to appeal a sporting decision must do so to the Steward of the Event within 30 minutes of the publication of the provisional results of the Event on the official noticeboard. **The protest must be in writing and accompanied by the National Protest fee of AED 1500.**

12.2 Should the protest be unsuccessful; the competitor will forfeit the protest fee.

12.3 In the event of a pending protest, the awards ceremony will continue as scheduled and be based on the published provisional results.

DRAFT

12.4 Any competitor that wishes to appeal a decision, must follow procedure mentioned in EMSO National Sporting Code, Section 10 regulations.

13) Summary of Penalties

SUMMARY OF PENALTIES	FIACCR SR NO. FIA ISC	ASN Sanction	Start refused	Disqualification	Time Penalty	Pecuniary Penalty	Penalty Stewards Discretion
Fixed Penalty	CCRSR 20				10 hours		May go to X
Retirement of a crew member or having 3rd party on board	CCRSR 2.9			X			
Fraudulent action, incorrect, unsporting action by competitor or crew member	ISC 12.1	X		X			May go to X
Absence or incorrect positioning of race number or plate	CCRSR 19.7					10% of entry fees	
Road Book not followed. Straying of more than 0.2 km from a Visible Waypoint (WPV)	SR 13.3.2				15 min per WPV		
Use of communications equipment	SR 53						May go to X
Failure to report Leg retirement	SR 11.9				5 hours		
Air assistance between the Start & finish of a leg	CCRSR 49.1.5			X			
Signposting	CCRSR 53						X
Absence or damaging of compulsory/optional advertising: 1st offence 2nd offence	CCRSR 19.7					10% fees 100% fees	
Speeding above 30 km/h in the designated assistance area	SR 14.3						May go as far as X
Refueling & Repairs in the Start of Leg Parc Fermé	CCRSR 33/45		X	X			
Vehicle failing to comply with the safety regulations	CCRSR 17.3		X				
Responsibility / Absence of identification marks	CCRSR 19			X			
Absence of seals, marks (Group T2)	Appendix 2						Transfer to Group T1
Failure of National competitor to stop at each designated refuel area.							40 min per infringement

14) Retirements

14.1 In the event of a mechanical failure/ retirement during a Leg, in this case, you must notify the Clerk of the Course that you consider yourself to be retired on that Leg and request their permission

DRAFT

to recover the vehicle and/or receive outside assistance (Authorized Assistance). You can wait for the Sweep/Course Closing Team to arrive and they will take you to the time control at the end of the leg. You must make your own personal arrangements, at your cost, for the recovery of your vehicle.
Clarification: A competitor who retires from a leg but intends to restart must hand in his time card immediately on arrival at the time control at the end of the leg. Failure to hand in the time card will incur a penalty of 5 hours.
14.2 Should a competitor not be able to complete the first loop of the stage, they will not be permitted to start the second loop and will be considered to have retired from the leg.

14.3 In the event that a competitor retires from the Event, it is their responsibility to report that retirement to the Clerk of the Course in Rally Control. Failure to do so will result in a penalty at the discretion of the Clerk of the Course or Stewards.

15) Administrative Checks

15.1 Location
Administrative checks take place in the Rally Administration tent located in the Service Park on **November 4th.** A timetable will be published one week before the Event.

15.2 Time control
Any member, taking part in the Event, must be present at the Administrative Checks according to the established timetable.
The secretary records fact and time of appearance at the Documentation. The exact time schedule will be published in an information bulletin on Sportity App.

15.3 Original Documents to be presented at Documentation (copy of these documents must be send with the entry form:

Personal:

- ID Card for UAE Nationality or Passport for Overseas
- Resident visa when applicable
- Valid driver and co-driver 2026 National Competition license, or …. For Overseas
- Valid FIA or ASN Competitor license (Entrant/Competitor),
- ASN permission (ASN letter of approval) for the participants with licenses issued by an ASN other than the EMSO,
- Driving License valid for the driven vehicle type (for each crew / Both side),
- Entry form details and payment of entry fees,
- Signing of the Indemnity Form/Scrutineering document.

Vehicle:

- Certificate of ownership of the vehicle or authorization from the registered owner,

DRAFT

- Current vehicle registration document for the home country
- VIN Document (when the vehicle is not road registered).
- Proof of Vehicle Insurance (when the vehicle is road registered).
- Technical Passport from ASN or FIA

16) Scrutineering

16.1 Location

- Dubai Festival City Mall/South Parking Lot– DIB Service Park, Scrutineering Tent next to Parc Ferme

16.2 Times / schedule

- On November 4th in accordance with the timetable to be published on Sportity 1 day prior to Event.

Any crew reporting to scrutineering and/or the administrative checks outside the time limits prescribed in the regulations will be penalized, except in a case of force majeure duly recognized as such by the stewards, (2026 FIA Cross Country Rally Sporting Regulation; Article 23.2).

16.3 Any vehicle and/or crew arriving more than 15 minutes late of their assigned time will incur a penalty of AED 250 for every 15 minutes of lateness, to a maximum of 30mins. Thereafter, the competitor will be reported to the stewards who may apply penalties at their discretion.

16.4 Only those crews who have completed the Administrative checks may present their vehicle at Scrutineering in accordance with the published time schedule.

16.5 Competitors must comply with the following when arriving for scrutineering:

- All rally plates, competition numbers and advertising plates must be in position (refer to SR, Articles 8 and 9).
- Produce safety helmets and safety clothing for inspection for compliance to National Regulations.
- Produce the Scrutineering booklet – as issued at Documentation.
- Produce GPS in working order, fitted permanently to the vehicle.
- Produce the provided tracking device in working order.
- Produce the Sentinel Device, in working order, fitted permanently to the vehicle.

Scrutineering carried out before the start of the rally will be of a general nature to ensure general conformity with the Group and Class entered. Acceptance of any vehicle by the scrutineer does not in any way imply that the vehicle complies with these technical regulations.

DRAFT

17) Technical Regulations

All AUTO/SSV vehicles shall be subject to scrutineering (technical inspection) prior to competition and shall present a valid and appropriate technical passport.

All **T1 and T2 Spec vehicles** must comply with the applicable technical and safety regulations as specified in Section 17.3 and 17.4 below.

Independently manufactured SSV vehicles, and T1 or T2 Spec vehicles without a FIA Technical Passport, shall be individually assessed in accordance with the technical and safety requirements below. Competitors are advised to consult the **EMSO Technical Department** for inspection and approval prior to attending any event by email at: igor@emso.ae

17.1 SSV STOCK

- Only vehicles originally equipped by the manufacturer with a naturally aspirated engine are permitted.
- The maximum engine displacement is **2000** cc.
- Only the OEM production engine originally fitted to the vehicle model is permitted.
- The original bore and stroke dimensions shall not be modified. No increase or reduction of the original engine displacement is permitted.
- The original OEM engine compression ratio must remain unchanged. Any modification to the compression ratio or components intended to alter the original compression ratio is prohibited.
- The OEM fuel injection system must remain unmodified and in its original specification. The original OEM ECU must be retained. ECU software may be reprogrammed or recalibrated, but the original OEM ECU hardware must remain in place and unmodified.
- The intake system is free.
- The exhaust system is free, subject to applicable noise.
- Air filter and position is free.
- Suspension is free.
- Transmissions, driveline systems and clutch are free.
- Brake System is free but must maintain a dual circuit design.
- The engine coolant radiator and cooling fan are free. The radiator and its coolant lines must be positioned and protected so that, in the event of a coolant leak, cooling liquid cannot enter or be directed into the cockpit.
- The airflow to the radiator must not be routed through the cockpit.

DRAFT

- The electrical wiring and control system for the cooling fan are free.
- Wheels are free.

17.2 SSV PRO

- Only vehicles originally equipped by the manufacturer with a forced induction system are permitted.
- The maximum engine displacement for turbocharged or supercharged vehicles is **2000** cc.
- Only the OEM production engine originally fitted to the vehicle model is permitted.
- The original bore and stroke dimensions shall not be modified. No increase or reduction of the original engine displacement is permitted.
- The original OEM engine compression ratio must remain unchanged. Any modification to the compression ratio or components intended to alter the original compression ratio is prohibited.
- The vehicle must retain the OEM forced-induction system originally supplied with the engine, whether a turbocharger or supercharger. The original OEM turbocharger or supercharger must remain unmodified and in its original specification. It shall not be machined, modified, upgraded or replaced with the aftermarket analogue.
- The OEM fuel injection system must remain unmodified and in its original specification.

- The original OEM ECU must be retained. ECU software may be reprogrammed or recalibrated, but the original OEM ECU hardware must remain in place and unmodified.
- The intercooler system is free, provided that its installation complies with all applicable safety and technical requirements.
- The intake system is free.
- The exhaust system after the OEM turbocharger or supercharger is free, subject to applicable noise.
- Suspension is free.
- Transmissions, driveline systems and clutch are free.
- Brake System is free but must maintain a dual circuit design.
- The engine coolant radiator and cooling fan are free. The radiator and its coolant lines must be positioned and protected so that, in the event of a coolant leak, cooling liquid cannot enter or be directed into the cockpit.
- The airflow to the radiator must not be routed through the cockpit.
- The electrical wiring and control system for the cooling fan are free.
- Wheels are free.

17.3 T1 Spec Car

DRAFT

17.3.1 General

Mechanically propelled, single-engined land vehicles with four wheels are permitted only.
Vehicles may be one unit-built but must be designed to accommodate at least two persons.

17.3.2 BODYWORK

17.3.2.1 Exterior

The materials used for the bodywork are free.
A windscreen is optional. If fitted, it must be made of laminated glass, regardless of its shape or surface area.
If the windscreen is bonded, it must be possible to remove the front doors or the windows of the front doors from inside the cockpit without the use of tools.
All parts of the bodywork must be fully and properly finished. Temporary or makeshift components are not permitted.
No part of the bodywork may have sharp edges or points.
In vertical projection, the bodywork must cover at least 120° of the upper part of each wheel, measured above the wheel axis when viewed from the side.
No mechanical component may be visible when viewed from above, with the exception of shock absorbers, radiators, fans and spare wheels, including their mounting and attachment points.
All bodywork and all parts having an aerodynamic effect must be rigidly secured to the fully sprung part of the vehicle (chassis/body unit). They must have no degree of freedom and must remain securely fixed and immobile in relation to the vehicle while it is in motion.

17.3.2.2 Maximum Width

For four-wheel-drive (4WD) vehicles, the maximum bodywork width is **2.00 m**, excluding rear-view mirrors.
For two-wheel-drive (2WD) vehicles, the maximum bodywork width is **2.20 m**, excluding rear-view mirrors.

17.3.2.3 Interior

The axis of the pedal box must be located behind or in line with the axis of the front wheels.
The cockpit must be designed to provide adequate comfort and safety for the driver and any co-driver.
No part of the bodywork may have sharp edges or points.
No mechanical component may protrude into the cockpit.
Any equipment that may present a risk to the occupants must be adequately protected or insulated and must not be located within the cockpit.
The vehicle must have lateral openings allowing the driver and any co-driver to exit the vehicle.
Where doors with windows are fitted, the window opening must be made of transparent material and must be large enough to accommodate a parallelogram with horizontal sides measuring at least **40 cm**.

DRAFT

Vehicles without side windows must be fitted with lateral protection nets that can be released from the bottom.
The cockpit must be designed so that an occupant can exit the vehicle from their normal seated position within:

- **7 seconds** through the door on their own side; and
- **9 seconds** through the door on the opposite side.

17.3.3 Minimum Weight

The minimum weight of the vehicle, without fuel and with two spare wheels, shall be determined according to the following table:

Cylinder capacity in cm^3	Weight in kg 4X4	Weight in kg 4X2
up to 1600	1150	860
over 1600 and up to 2000	1350	980
over 2000 and up to 2250	1500	1010
over 2250 and up to 2500	1600	1040
over 2500 and up to 2750	1637.5	1070
over 2750 and up to 3000	1675	1100
over 3000 and up to 3250	1712.5	1130
over 3250 and up to 3500	1750	1160
over 3500 and up to 3750	1787.5	1190
over 3750 and up to 4000	1825	1220
over 4000 and up to 4250	1862.5	1250
over 4250 and up to 4500	1900	1280
over 4500 and up to 4750	1937.5	1310
over 4750 and up to 5000	1975	1340
over 5000 and up to 5250	2012.5	1370
over 5250	2050	1400

The minimum weight must be respected at all times during the event.
The engine coolant, lubricating oil and brake fluid must be maintained at their normal operating levels.
All other tanks containing consumable liquids must be drained.

DRAFT

The following items must be removed from the vehicle before weighing:

- Occupants, their equipment and luggage;
- Tools, portable jack and spare parts;
- Survival equipment;
- Navigation and communication equipment;
- Provisions; and
- Any other non-permanent equipment.

If three spare wheels are carried on board a 2WD vehicle fitted with different front and rear wheel diameters, the vehicle may be weighed with all three spare wheels.
It is permitted to bring the vehicle up to the required minimum weight by means of one or more ballasts, provided that the ballast consists of solid, unitary blocks securely fixed using tools, with provision for sealing. The ballast must be installed on the floor of the cockpit, remain visible and be sealed by the Scrutineers.

17.3.4 Driving AIDS

Any driving aid system is prohibited, including **ABS, ASR, traction control and ESP**.
Any such system must be rendered completely inoperative.

17.3.5 Engine

Only **petrol, naturally aspirated engines** are permitted.
The engine must originate from a production vehicle of which at least **1,000 units** have been manufactured.

The engine wiring loom is free.

The ignition system and ECU are free.

Injectors and fuel pumps are free.

Engine Block and Internal Components

Local machining and/or welding of the engine block is permitted solely for the purpose of fitting the gearbox and ancillary equipment, such as engine mounts or alternator mounts.
Pistons must remain original.
The crankshaft must remain standard. No modifications are permitted.
The cylinder head must remain original.
The flywheel is free.
The intake manifold is free.
The exhaust manifold is free.

DRAFT

17.3.6 Air Restrictor

All petrol engines must be fitted with an air restrictor having a maximum internal diameter as follows:

- **Two valves per cylinder:** 34 mm;
- **More than two valves per cylinder:** 32 mm.

For two-valve-per-cylinder rocker-arm engines, with the camshaft located in the engine block, and with a cylinder capacity greater than **5400 cm³**:

- **34 mm** if the vehicle weight is less than or equal to 1700 kg;
- **37.2 mm** if the vehicle weight is greater than 1700 kg.
-

17.3.7 Transmission

The transmission is free but must be operated and controlled exclusively by the driver.
The clutch is free.

17.3.8 Suspension

The suspension is free.

Active suspension is prohibited. This includes any system that allows the flexibility, damping, ride height and/or attitude of the suspension to be controlled while the vehicle is in motion.

Adjustment of the shock absorbers from inside the cockpit is prohibited.
Shock absorber adjustments may only be made when the vehicle is stationary, and the adjustment device must be located on the shock absorber or its gas reservoir.
Any connection between dampers is prohibited.

Only **one anti-roll bar per axle** is permitted.
Anti-roll bar systems must be exclusively mechanical, except for an actuator that allows only the activation or deactivation of the anti-roll bar.

17.3.8.1 Suspension Travel

The maximum vertical suspension travel for 4WD vehicles is:

- **300 mm** for a "banjo"-type rigid axle, where the differential outlet axis coincides with the centre line of the wheels.
- **250 mm** for all other types of transmission.

17.3.9 Wheels

DRAFT

At least **two spare wheels** must be carried on board the vehicle at all times during the event.

Only aluminium-alloy rims weighing more than **13 kg** are permitted.
Any balancing weight permanently fixed to the rim shall be considered part of the rim for the purpose of this requirement.

The use of any **Beadlock-type device** is prohibited on 4WD vehicles.

The wheels must be housed within the bodywork.

The maximum wheel diameter is:
- **940 mm for 2WD vehicles**;
- **810 mm for 4WD vehicles**.

The use of intermediate components between the rim and tyre is prohibited.
The front and rear wheels are not required to be of the same diameter.
Central-nut wheel fixing systems are prohibited.
Any system that allows the tyres to be inflated or deflated while the vehicle is in motion is prohibited, **except on 2WD vehicles**.

17.4 T2 Spec Car

17.4.1 General

T2 Spec vehicles shall be series-production Cross-Country vehicles.

At least 1,000 identical vehicles must have been produced during a period of 12 consecutive months.

The vehicle must be designed to accommodate at least two persons.

17.4.2 Engine

17.4.2.1 Engine and Gearbox Mountings

The engine and gearbox mountings must remain original.

Where the original mountings are retained, the material of the elastic part is free.

17.4.2.2 Ignition and Engine Control

The electronic control unit (ECU) and ignition components are free.

17.4.2.3 Cooling System

DRAFT

The engine coolant radiator is free, and the thermostat may be removed or replaced.

The original location and attachment points of the production radiator must be retained.

An additional electric cooling fan may be fitted, provided that the fan is a commercially available component fitted to a series-production vehicle.

The same provisions apply to the engine lubrication cooling system.

17.4.2.4 Fuel Injection

The original fuel injection system must be retained.

The electronic control unit for the injection system is free.

The injectors may be modified or replaced to alter their flow rate, provided that:

- Their operating principle remains unchanged; and
- Their mounting remains unchanged.

17.4.2.5 Air Filter

The air filter, air filter housing and the duct between the housing and the atmosphere are free.

However:

- The air filter housing must remain in its original location.
- Air must not be drawn from the cockpit.
- The modification must not affect the structure of the vehicle; and
- The complete installation must be located within the engine compartment.

17.4.2.6 Air Supply

An opening may be made in the engine bonnet or front fenders for the purpose of supplying air to the engine.

The maximum diameter of the opening shall be **10 cm**, or an equivalent surface area.

A duct may be fitted to the opening.

17.4.3 Intake and Air Restrictor

DRAFT

All naturally aspirated petrol engines and all supercharged engines must be fitted with an air restrictor.

All air required to supply the engine must pass through the restrictor. The restrictor must be designed so that, if the air passage is completely blocked, the engine is unable to operate.

17.4.3.1 Naturally Aspirated Petrol Engines

For the sole purpose of fitting the mandatory air restrictor, the tube between the air filter and the throttle body may be modified.

The restrictor must be located between the air filtering system and the intake manifold.

For engines with more than two valves per cylinder, the intake system must be fitted with an air restrictor having a minimum length of **3 mm** and a maximum internal diameter of:

- **32 mm** for engines up to 4000 cm^3;
- **35 mm** for engines over 4000 cm^3 and up to 6000 cm^3;
- **38 mm** for engines over 6000 cm^3.

For engines with two valves per cylinder and rotary-valve engines, the following formulae shall apply:

Two-valve engines:

$D2V = [(D - 1) \times 1.066] + 1$

The result shall be rounded up to the nearest **0.1 mm**.

17.4.3.2 Supercharged Engines

The restrictor must be fixed to the compressor housing.

The maximum internal diameter of the restrictor is:

Diesel engines:

- **39 mm** for engines up to 5000 cm^3;
- **43 mm** for engines over 5000 cm^3 and up to 6000 cm^3;
- **46 mm** for engines over 6000 cm^3.

Petrol engines:

- **34 mm** for engines up to 5000 cm^3;

DRAFT

- **38 mm** for engines over 5000 cm³ and up to 6000 cm³;
- **41 mm** for engines over 6000 cm³.

17.4.4 Valve Timing

The valve springs and valve clearances are free.

The camshafts, including the camshaft profile, must remain as fitted to the series-production engine.

17.4.5 Fuel Pump

The number and operating principle of the fuel pumps are free.

17.4.6 Exhaust System

The exhaust system is free downstream of the exhaust manifold.

17.4.7 Transmission

17.4.7.1 Clutch

The clutch disc is free, except for its original diameter and number of discs.

17.4.7.2 Gearbox

The joints of the gearbox linkage are free.

17.4.7.3 Differentials

Automatic differential locking/unlocking systems are permitted provided that they are homologated as a **Production Variant (VP)** and remain unmodified.

17.4.8 Suspension

The material of the suspension wishbones may be changed to steel, provided that the replacement wishbone is heavier than the original, all other conditions being equal.

Reinforcement of the suspension components and their attachment points by the addition of material is permitted.

The reinforcing material must follow the surface and general shape of the original component and must not exceed:

- **4 mm** in thickness for steel components;
- **12 mm** in thickness for aluminium-alloy components.

Stiffening ribs are permitted; however, the creation of hollow sections is prohibited.

DRAFT

The reinforcing material must have no function other than reinforcement.

For oil-pneumatic suspension, the spheres may be modified in terms of dimensions, shape and material, but their number must remain unchanged.

A tap adjustable from outside the vehicle may be fitted to the spheres.

17.4.9 Suspension Springs

17.4.9.1 Coil Springs

The following are free:

- Spring length;
- Number of coils;
- Wire diameter;
- External diameter;
- Spring type, including progressive or non-progressive design; and
- Shape and external diameter of the spring seats.

Pneumatic or oil-pneumatic springs may be replaced by coil springs, provided that the modification is homologated in **VO**.

17.4.9.2 Leaf Springs

The length, width, thickness and vertical curvature are free.

The number of leaves is free.

The fitting of shackle protection pads is strongly recommended.

17.4.9.1 Torsion Bars

The diameter of the torsion bars is free.

17.4.10 Shock Absorber

Shock absorbers are free, provided that their type and operating principle remain unchanged.

Their type may include telescopic, arm-type or similar designs.

DRAFT

Their operating principle, such as hydraulic, friction or mixed, must remain unchanged.

Shock absorbers must have no function other than damping.

The number of shock absorbers is limited to **two per wheel**.

No additional part may be added to or removed from the suspension, except for components whose sole purpose is to permit the installation of an additional shock absorber.

Where a vehicle is originally fitted with only one shock absorber per wheel, the mounting of the shock absorber is free, provided that no parts other than those required solely for its attachment are added to or removed from the suspension.

17.4.11 Wheels and Tyres

The wheels are free, subject to the original equipment manufacturer (OEM) diameter and width, which shall be considered the maximum dimensions.

The complete wheels must remain covered by the fenders.

Tyres are free, provided that they can be correctly mounted on the permitted wheels.

Paddle and motorcycle tyres are prohibited.

A spare wheel may be carried inside the cockpit, provided that it is securely fixed and does not occupy the space reserved for the occupants.

At least **two spare wheels** must be carried in the vehicle at all times during the event.

Tyre Inflation/Deflation Systems

Any system that allows the tyres to be inflated or deflated while the vehicle is in motion is prohibited.

17.4.12 Brakes

The brake discs and brake callipers must remain original.

Brake linings are free, as are their methods of attachment, including riveting or bonding, provided that the contact surface of the braking system is not increased.

Brake protection plates may be removed or modified.

Where the vehicle is equipped with servo-assisted brakes or an anti-lock braking system (ABS), the system may be disconnected.

DRAFT

Where an original ABS system is fitted, it may be disconnected or completely removed from the competition vehicle.

Brake lines may be replaced by aviation-type brake lines.

The mechanical handbrake may be replaced by a hydraulic system, provided that the original braking system or a diagonal **X-shaped brake circuit** is retained.

The parking brake function must remain operational.

The position of the hydraulic handbrake may be modified.

17.4.13 Bodywork and Exterior

Hubcaps must be removed.

Side steps may be removed.

Plastic soundproofing components inside the wheel arches may be partially or completely r removed.

Protective headlight covers may be fitted, provided that their sole function is to protect the headlight glass and they have no aerodynamic effect.

Underbody protection is recommended and is permitted provided that it:

- Is designed specifically to protect the engine, radiator, suspension, gearbox, fuel tank, transmission and/or exhaust;
- Does not affect the ground clearance requirements;
- Is removable; and
- Has no other function.

A protective **bull bar/cow-catcher** may be fitted in addition to the bumper.

The protective structure must:

- Be independent of the vehicle structure;
- Not reinforce or stiffen the vehicle structure;
- Be constructed from tubes;
- Be attached to the original bumper mounting points; and

DRAFT

- Have no significant function other than protection and mounting of additional headlights.

Side and rear windows located behind the crew may be replaced with non-transparent material or transparent material with a minimum thickness of **3 mm**.

The external profile of the bodywork must not be modified as a result of these provisions.

Window fixation is free. Window mechanisms may be removed.

Several panes forming one opening may be replaced by a single panel. The same provision applies to the windows of the side doors.

The glass panel of a sunroof may be replaced by a metal sheet with a minimum thickness of **1.5 mm**, with additional attachments where necessary.

Any type of locking system may be used for the fuel tank cap.

If the original external spare-wheel carrier presents a safety hazard and the spare wheel is moved inside the cockpit, the original carrier may be removed.

External rear-view mirrors are permitted.

The windscreen wiper blades may be replaced.

The rear window wiper system may be removed.

The bumper mounting points are free and may be made from composite material, provided that the bodywork, shape and position of the bumpers remain unchanged.

DRAFT

17.4.14 Passenger Compartment

Unnecessary parts of the original safety-belt system may be removed.

Accessories that do not affect the performance or operation of the vehicle are permitted, including items related to aesthetics or interior comfort, such as lighting and heating, provided that they do not affect, even indirectly:

- Engine performance;
- Steering;
- Structural strength;
- Transmission;
- Braking; or

- Road holding.

All controls must remain those provided by the manufacturer and must retain their original function. However, they may be modified to improve accessibility or ease of use.

The following modifications are permitted:

- Additional gauges, measuring instruments and counters may be fitted, provided that their installation does not create a safety hazard.
- The horn may be replaced and an additional horn may be fitted, including one operated by the passenger.
- The handbrake mechanism may be modified to provide immediate release (fly-off handbrake).
- Rear seats may be removed, provided that a liquid-tight bulkhead separates the cockpit from the engine compartment and/or fuel tank.
- Additional storage compartments may be added to the glove compartment and additional pockets may be fitted to the doors.
- The steering wheel is free.
- Electric windows may be replaced by manually operated windows.
- Carpets may be modified or removed.
- Soundproofing materials and interior trim may be removed.
- Door panels may be replaced by:
    - Metal sheet with a minimum thickness of **0.5 mm**;
    - Carbon fibre with a minimum thickness of **1 mm**; or
    - Another solid, non-combustible material with a minimum thickness of **2 mm**.

17.4.15 Chassis and Bodywork Reinforcement

Strengthening of the suspended parts of the chassis and bodywork by adding material and/or components is permitted.

The reinforcing material must follow the surface and general shape of the original component and must not exceed:

- **4 mm** for steel components;

DRAFT

- **12 mm** for aluminium-alloy components.

For bodywork components, the reinforcing material must be installed on an area not visible from the outside.

Stiffening ribs are permitted, but the creation of hollow sections is prohibited.

The reinforcing material must have no function other than reinforcement.

Reinforcement bars may be fitted provided that they are removable and bolted to the original suspension attachment points on the bodyshell or to the suspension spring mounts.

A hole may be made in the upper suspension trim to allow the installation of such bars.

The distance between a suspension attachment point and the anchorage point of the reinforcement bar must not exceed **100 mm**, except:

- Where the bar is a transverse strut homologated with the safety cage; or
- Where the bar is an upper reinforcement bar attached to a McPherson suspension or similar system.

17.4.16 Electrical System

The electrical wiring harness is free.

17.4.16.1 Sensors and Actuators

Where the original sensors and actuators are retained, the original components must be used.

The use of additional adhesive for securing sensors or related components is permitted.

17.4.16.2 Battery

The make and capacity of the battery are free.

The battery cables are free.

The original battery voltage and location must be retained.

17.4.16.3 Alternator/Generator

The generator may be replaced by a more powerful unit.

A dynamo may not be replaced by an alternator, and an alternator may not be replaced by a dynamo.

DRAFT

17.4.17 Lighting System

Additional headlights, including their associated relays, are permitted, provided that the total number of headlights does not exceed eight, excluding tail and parking lights, and subject to the applicable laws of the country.

Additional headlights must not be housed within the bodywork.

Headlights and other exterior lights must be fitted in pairs.

The original headlights may be rendered inoperative and covered with adhesive tape.

The original headlights may be replaced by other headlights, provided that the requirements of this article are respected.

Fuses may be added to the electrical system.

17.5 Chassis & Safety Cage

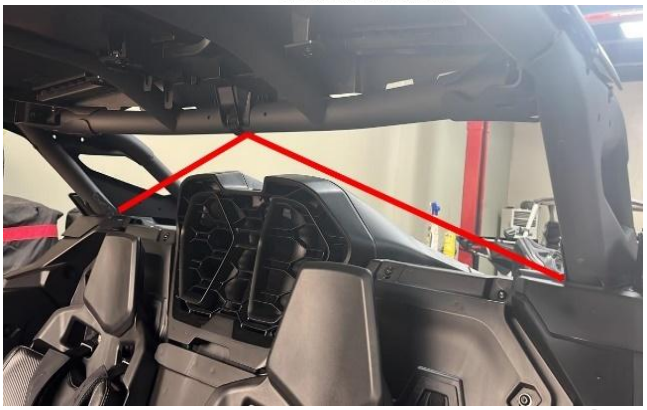
17.5.1 Rules and Regulations for Safety Cages Applicable to SSV Pro and SSV Stock Vehicles

17.5.1.1 EMSO National Standard Roll Cage

SSV vehicles fitted with the OEM roll cage, must be upgrade the structure in the below two minimum locations.



DRAFT



Pic 17.1 Examples of main roll bar brace for both driver and driver/co-driver configuration.



Pic 17.2 Example of windscreen brace.

- **Location 1:** One rear main roll bar brace across the back of the driver head. Reference Pic 17.1
- **Location 2:** One windscreen brace on the driver side and if Co-driver is present, fitted to the passenger side. Reference 17.2 for brace location.
- All above additional bars shall be minimum 38mm diameter with 2.5mm wall thickness with all material specifications as per FIA Appendix J regulations.
- All additional bars listed above should comprise of joints which must be welded or bolted to the original roll cage structure. Mounting hardware should use Grade 8 bolts or higher.

17.5.1.2 Alternatively, vehicles can replace either the partial upper half or complete roll cage as below:

- Aftermarket complete or upper half replacement roll cages may be accepted and approved by EMSO or the Chief scrutineer.
- Upper replacement roll cage structure should connect to the original base chassis in a minimum 4 points and shall use minimum diameter/thickness off 45mm x 2.5mm or 1.75” x 0.095”.

DRAFT

- Complete roll cage structures should incorporate a basic 6-point design and shall use minimum diameter/thickness off 45mm x 2.5mm or 1.75” x 0.095

All Mounting hardware should use Grade 8 bolts or higher.

17.5.2 Rules and Regulations for Safety Cages Applicable to T1 Spec and T2 Spec Vehicles

The following safety-cage requirements apply to T1 Spec Car and T2 Spec Car vehicles and are adopted from the FIA cross-country safety-cage regulations.

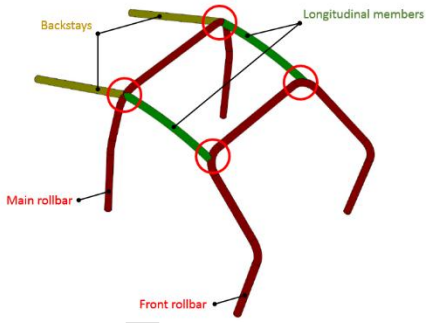
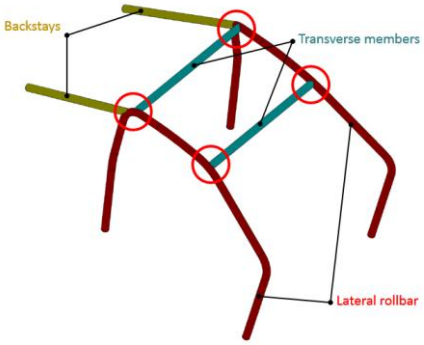
17.5.2.1 Base Cage

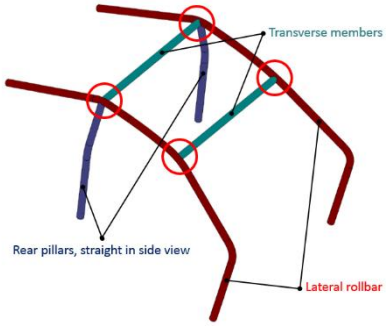
The cage must comply with all requirements and must at least include all components described in this article.

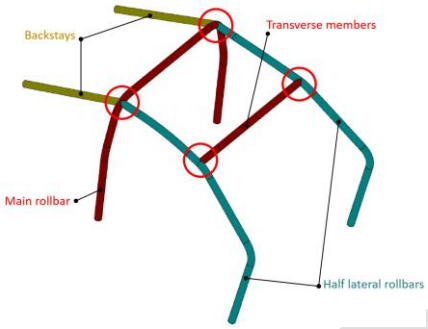
"BASE STRUCTURE" + "COMPULSORY MEMBERS AND REINFORCEMENTS"

17.5.2.2 Base Structure

It must be made according to one of the following designs:

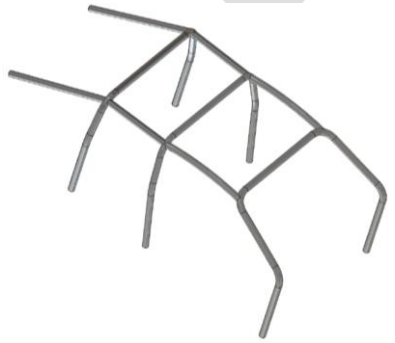
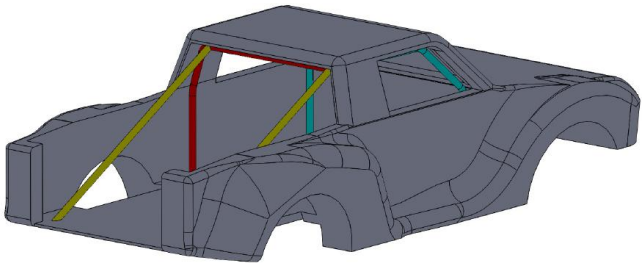
Drawing SC-1
 - **BASE STRUCTURE 1** 1 main rollbar 1 front rollbar 2 longitudinal members 2 backstays The connections of longitudinal members to the front and main rollbars must be situated at the roof level
Drawing SC-2
 - **BASE STRUCTURE 2** 2 lateral rollbars 2 transverse members 2 backstays The connections of transverse members to the lateral rollbars must be situated at the roof level

Drawing SC-3
 - **BASE STRUCTURE 3** 2 lateral rollbars incorporating the backstays 2 transverse members 2 rear pillars, straight in side view O The connections of transverse members to the lateral rollbars must be situated at the roof level

Drawing SC-4
 - **BASE STRUCTURE 4** 1 main rollbar 2 lateral half-rollbars 1 transverse member 2 backstays O The connections of the transverse member to the lateral half-rollbars and of the lateral half-rollbars to the main rollbar must be situated at the roof level

If the length of the cockpit warrants it, a second main rollbar may be added in accordance with Drawing SC-CC-1.

With regard to pick-up type cars, the cockpit of which is not large enough to allow the fitting of the base cage, it is possible to mount the backstays as per Drawing SC-CC-2.

Drawing SC-CC-1	Drawing SC-CC-2
	

DRAFT

17.5.2.3 Main Rollbar (Drawings SC-1 & SC-4)

It must be transverse and near vertical with a maximum angle of **±10°** to the vertical (Drawing SC-5).

The tube axis must be within one single plane.

It must be located just behind the front seats.

The near vertical part of the main rollbar must be as close as possible to the inner side panels of the bodyshell and must have no more than one bend.

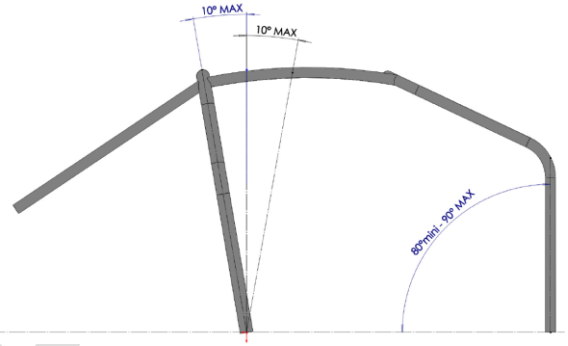
17.5.2.4 Front Rollbar (Drawing SC-1)

It must follow the windscreen pillars and top screen edge.

The pillar must have no additional bends below that where it ceases to follow the windscreen pillar.

The lower part of the pillar must be near vertical, with a maximum angle of **10^{o}** to the vertical towards the rear (Drawing SC-5).

At the mounting, the tube must not be rearward of the foremost point of the rollbar.

Drawing SC-5


17.5.2.5 Lateral Rollbar (Drawings SC-2 & SC-3)

It must be near-longitudinal and near-vertical and located each side of the cockpit.

<u>Front pillar:</u>

- must follow the windscreen pillar
- must have no additional bends below that where it ceases to follow the windscreen pillar
- its lower part must be near-vertical with a maximum angle of 10^{o} to the vertical towards the rear
- at the mounting, the tube must not be rearward of the foremost point of the rollbar
- must be located just behind the front seats

DRAFT

- must be as close as possible to the inner side panels of the bodyshell
- must have no more than one bend
- must be near-vertical (maximum angle ±10^{o} to the vertical, see Drawing SC-5)
- must be straight in side view

17.5.2.6 Lateral Half-Rollbar (Drawing SC-4)

Identical to the lateral rollbar but without the rear pillar.

17.5.2.7 Longitudinal Member (Drawing SC-1)

It must be a near-longitudinal single piece tube and must join the upper parts of the front and main rollbars.
It may follow the curvature of the roof.

17.5.2.8 Transverse Member (Drawings SC-2, SC-3 & SC-4)

It must be a near-transverse single piece tube and must join the upper parts of the lateral rollbars or of the lateral half-rollbars.
It may follow the curvature of the roof.

17.5.2.9 Backstay (Drawings SC-1, SC-2, & SC-4)

Tube:

- single piece
- straight
- near-longitudinal
- must join the upper part of the main or lateral rollbar and the rear part of the bodyshell/chassis
- as close as possible to the inner side panels of the bodyshell
- must form an angle of at least 30° with the vertical
- attached at the roof level and near the top outer bends of the main rollbar.

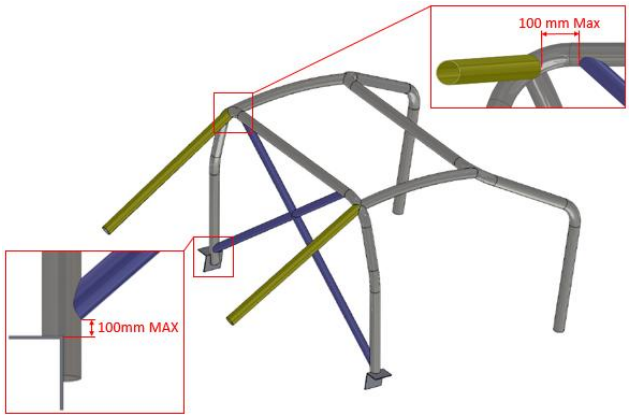
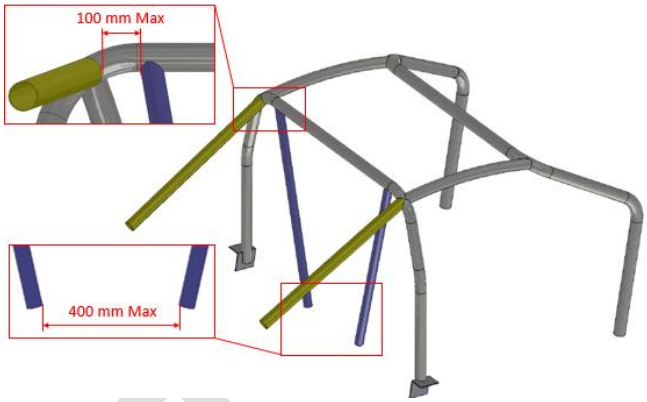
17.5.2.10 Compulsory Members and Reinforcements

The base structure must be completed with the following components:

Diagonal Members on the Main Rollbar

The fitting of two diagonal members on the main rollbar is mandatory (see Drawing SC-6a).
Members must be straight and one of the two must be a single piece.
The lower end of the diagonal must join the main rollbar no further than **100** mm from the mounting. In the case of a tubular chassis, the lower end of the diagonal may join the chassis as long as it remains in the main rollbar plane and is still in contact with the rollbar tube of the base structure.
The upper end of the diagonal must join the main rollbar no further than **100** mm, towards the inboard, from its junction with the backstay.

DRAFT

Drawing SC-6a	Drawing SC-6b
	

Members on the Backstays

The fitting of one diagonal member according to Drawings SC-7a or SC-7b is compulsory.

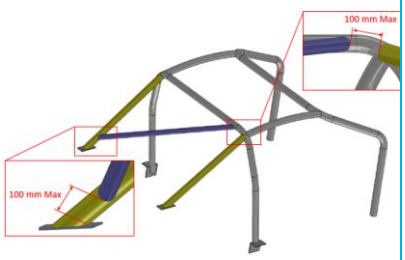
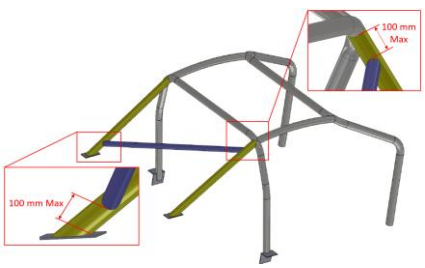
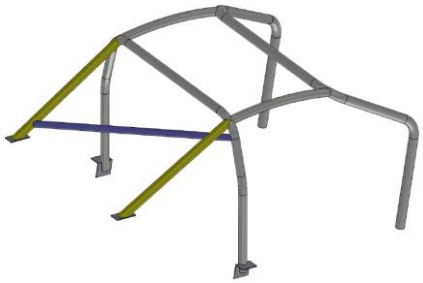
If two members are used (Drawings SC-7c or SC-7d), one of the two must be a single piece.

The configuration of Drawing SC-8 is compulsory if a roof reinforcement complying with Drawings SC-10a or SC-10b is used.

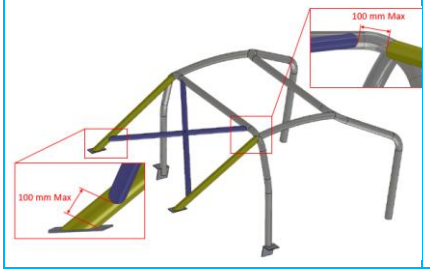
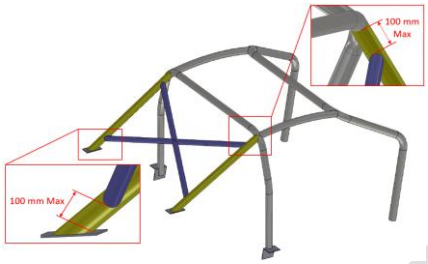
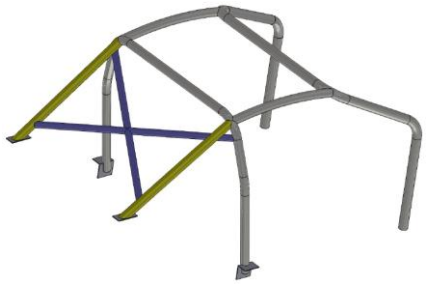
The upper end of the diagonal must join the main rollbar or the backstay no further than **100** mm from the junction between the main rollbar and the backstay.

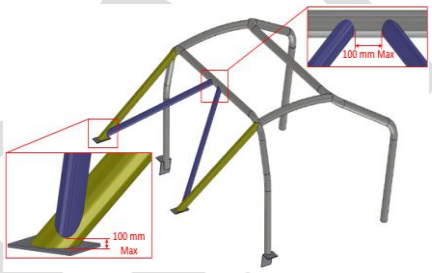
The lower end of the diagonal must join the backstay no further than **100** mm from the mounting of the backstay on the bodyshell.

Alternatively it may join the top of the rear suspension turret, no further than **100** mm from the mounting of the backstay on the turret (Drawing SC-7e).

Drawing SC-7a	Drawing SC-7b	
 Design may be symmetrical	 Design may be symmetrical	 **INTERDIT / FORBIDDEN**

DRAFT

Drawing SC-7c	Drawing SC-7d	
		 **INTERDIT / FORBIDDEN**

Drawing SC-8


Roof Reinforcements

The upper part of the safety cage must be fitted with members according to one of the Drawings SC-9a, SC-9b, SC-10a or SC-10b.In the case of Drawings SC-9a or SC-9b, one of the two members must be a single piece.

The reinforcements may follow the curvature of the roof but must be straight from top view.

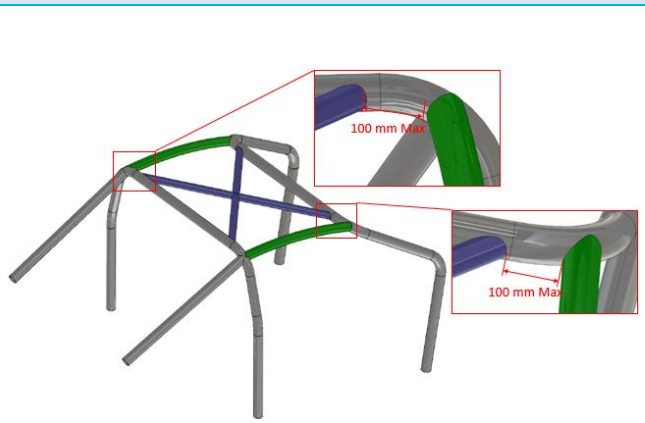
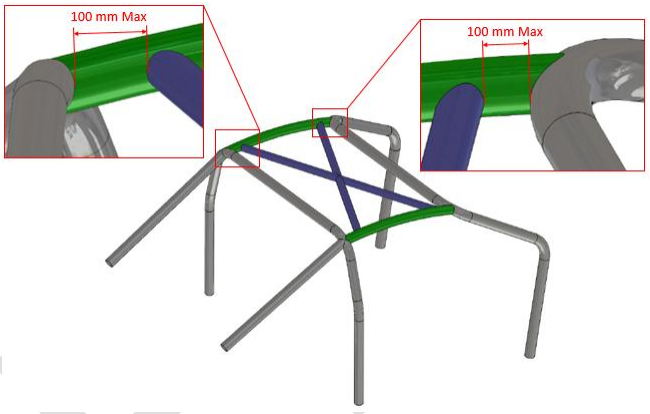
The ends of the reinforcements must be less than **100** mm from the junction between rollbars and members (not applicable to the top of the **V** formed by reinforcements of Drawing SC-10a or SC-10b).

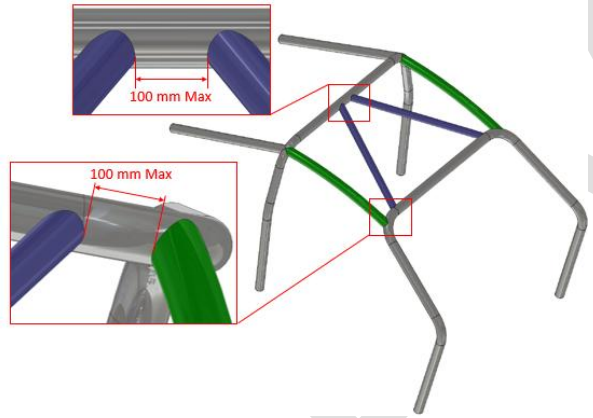
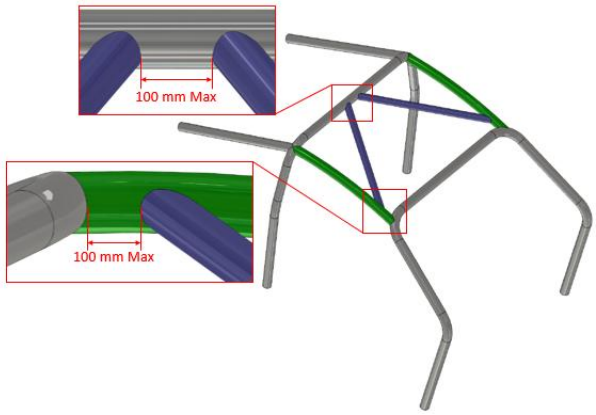
In case of interference with the bodyshell roof cross members, these may be removed on condition that this modification is clearly mentioned on the cage homologation document or certificate.

DRAFT

Junction of tubes at the top of the V:

If the tubes do not join each other, the distance between them must not be more than **100** mm at their connection with the rollbar or the transverse member.

Drawing SC-9a	Drawing SC-9b
	

Drawing SC-10a	Drawing SC-10b
	

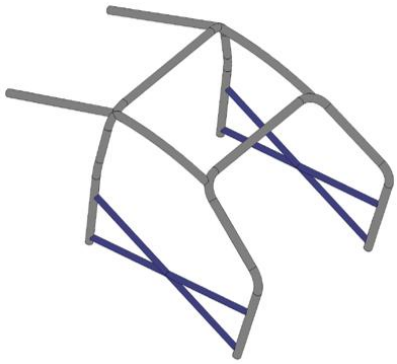
Doorbars

Longitudinal members must be fitted at each side of the car (see Drawings SC-11a or SC-11b).

In the case of a tubular chassis, the lower end of the doorbar may join the chassis subject to the following requirements:

- It must still be in contact with the rollbar tube of the base structure;
- Its axis must intersect with the axis of the rollbar tube of the base structure.

The design must be identical on both sides except for competitions without co-driver (see hereafter).

Drawing SC-11a


Windscreen Pillar Reinforcements

A straight reinforcement member according to Drawing SC-12 must be added on each side of the front rollbar between the upper corner of the windscreen and the base of this rollbar.

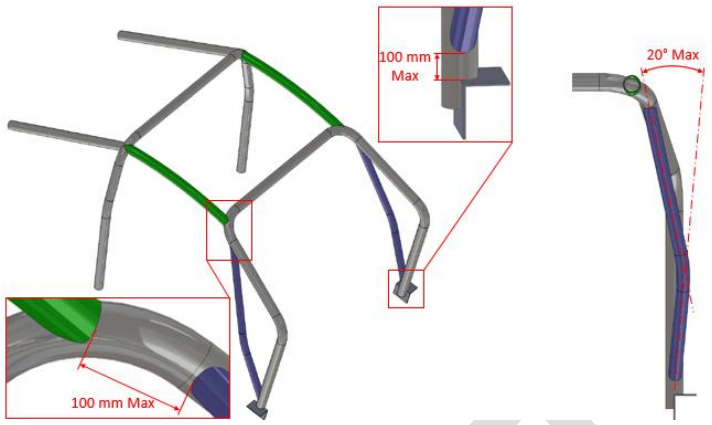
This reinforcement member may be bent on condition that it is straight in side view and that the angle of the bend does not exceed **20°**.

Its upper end must be less than **100** mm from the junction between the front (lateral) rollbar and the longitudinal (transverse) member.

Its lower end must be less than **100** mm from the (front) mounting of front (lateral) rollbar.

If this reinforcement intersects the doorbars, it must be split in several parts (doorbars must not be split for installing this reinforcement).

DRAFT

Drawing SC-12


Front Transverse Member

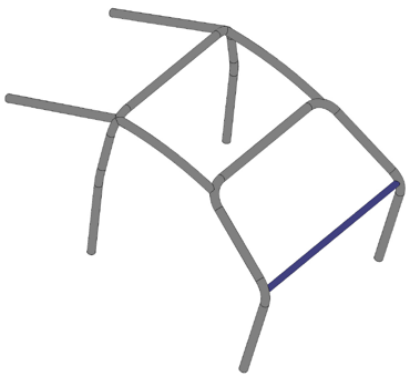
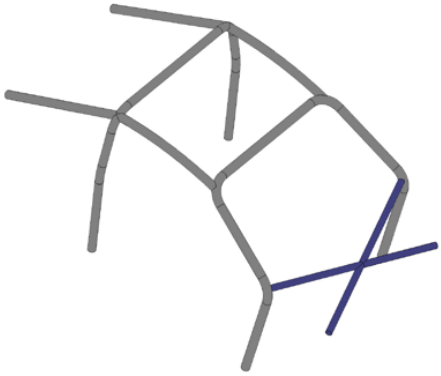
T1 Spec Car — compulsory

T2 Spec Car — compulsory only when the road car dashboard transverse beam is not retained.

It must not encroach upon the space reserved for the occupants.

It may be placed as high as possible but its lower edge must not be higher than the uppermost point of the dashboard, and it must not be positioned below the steering column.

It is optional if the extensions authorised towards the top mountings of the front suspension form an "X" (Drawing SC-13b).

Drawing SC-13a	Drawing SC-13b
	

DRAFT

Reinforcements of Junctions with Gussets (*)

The junctions between the following members must be reinforced by a minimum of 2 gussets (*)

- diagonal members of the main rollbar (Drawing SC-6a)
- roof reinforcements (Drawings SC-9a and SC-9b)
- doorbars (Drawing SC-11a)
- doorbars and windscreen pillar reinforcement
  If the doorbars and the windscreen pillar reinforcement are not situated in the same plane, the reinforcement may be made of fabricated sheet metal the thickness of which must not be less than **1.0** mm.
  If the doorbars and the windscreen pillar reinforcement do not intersect each other, a specific reinforcement made of fabricated sheet metal is compulsory (Drawing SC-GU-3).

(*) Gusset (Drawing SC-GU-1):

Reinforcement for a bend or junction between two tubes, made from sheet metal bent into a **U** shape and of which the thickness must not be less than **1.0** mm.

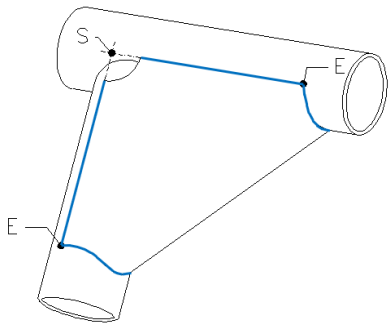
The ends (point **E**) must be situated at a distance from the top of the angle (point **S**) of between **3** to **4** times the outer diameter of the biggest of the tubes.

A cut-out is authorised at the top of the angle (point **S**) but its radius (**R**) must be no greater than the outer diameter of the biggest of the tubes.

The flat sides of the gusset may have a hole, the diameter of which must not be greater than the outer diameter of the biggest of the tubes.

In case of a gusset with a curved edge, the edge shape must be within zone A as shown on drawing hereunder.

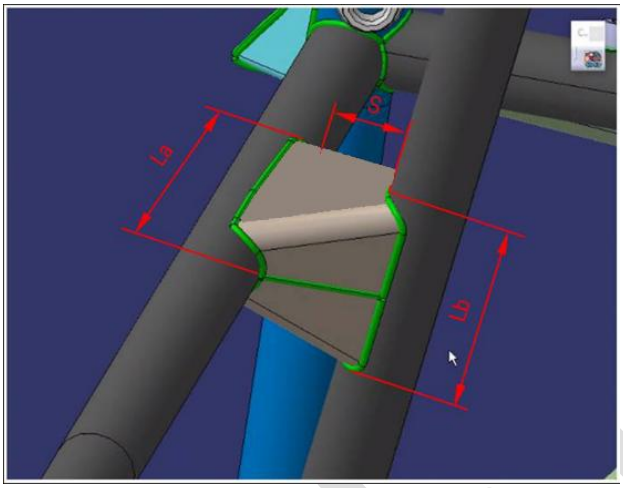
Drawing SC-GU-1



Weld line in blue

DRAFT

Drawing SC-GU-3



Typical design, shapes may vary but it must comply with the following requirements:

Sheet metal thickness ≥ **1.0** mm
$L_a \geq D^*$; $L_b \geq D^*$
Si / if **S**** > 20 mm -> $L_a + L_b \geq 4x$**D*** The flat surfaces may have a circular cut-out: Diameter ≤ 40 mm Distance to any weld or bending radius ≥ 5 mm
***D** = outer diameter of the biggest of the two tubes ****S** = shortest distance between tubes

17.5.2.11 Mountings of Safety Cages to the Bodyshell/Chassis

General

<u>The safety cage must be attached to the bodyshell/chassis by at least:</u>

- 1 mounting for each pillar of the front rollbar
- 1 mounting for each pillar of the lateral rollbars or lateral half-rollbars
- 1 mounting for each pillar of the main rollbar
- 1 mounting for each backstay
- 1 mounting for each strut of Drawing SC-6b

Fixings welded between the safety cage and the bodyshell/chassis may be added.

The safety cage must be mounted on structural areas of the bodyshell/chassis.

DRAFT

Welded Mountings

Free design.

Bolted Mountings

The rollbar pillars, rear pillars of Drawing SC-3 and struts of Drawing SC-6b must be fitted with mounting feet.

Each mounting foot must be attached by at least three bolts on a steel reinforcement plate at least 3 mm thick and of at least 120 cm^2 area, which is welded to the bodyshell.

The area of 120 cm^2 must be the contact surface between the reinforcement plate and the bodyshell.

Examples according to Drawings SC-MO-1 to SC-MO-7.

For Drawing SC-MO-3, the reinforcement plate need not necessarily be welded to the bodyshell.

In the case of Drawing SC-MO-5, the sides of the mounting point may be closed with a welded plate.

Fixing bolts must have a minimum diameter of M8 and a minimum quality of 8.8 (ISO standard).

Fasteners must be self-locking or fitted with lock washers.

The angle between 2 bolts (measured from the tube axis at the level of the mounting foot cf. Drawing SC-MO-1) must not be less than 60 degrees.

Backstays:

Each backstay must be secured by a minimum of 2 M8 bolts with mounting feet of at least 60 cm^2 area (Drawing SC-MO-8) or secured by a single bolt in double shear (Drawing SC-MO-9), provided it is of adequate section and strength and provided that a bush is welded into the backstay.

These are minimum requirements:

In addition, the support plates of the mounting feet may be welded to the reinforcement plates.

Special Cases

Non-steel bodyshells/chassis:

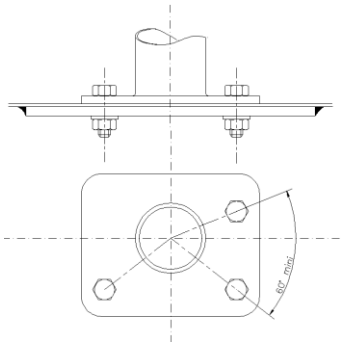
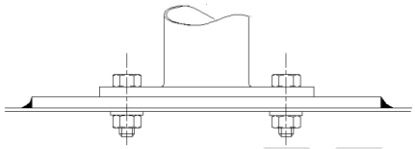
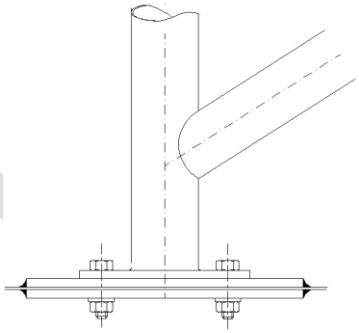
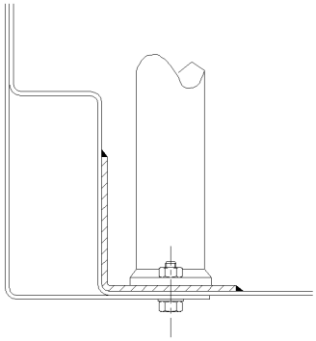
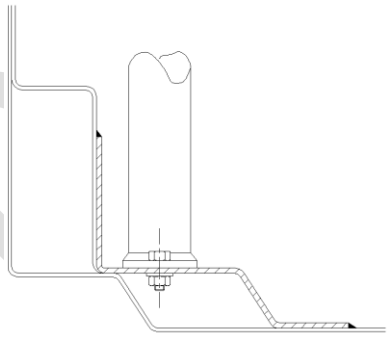
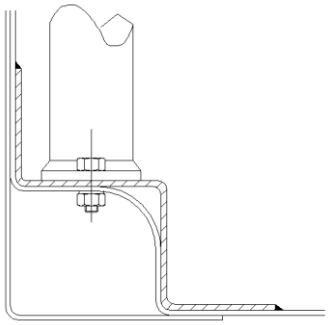
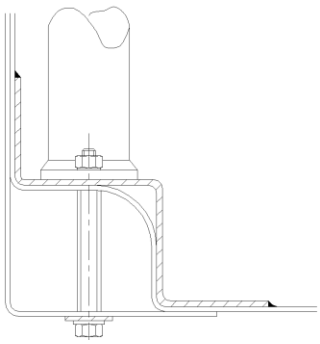
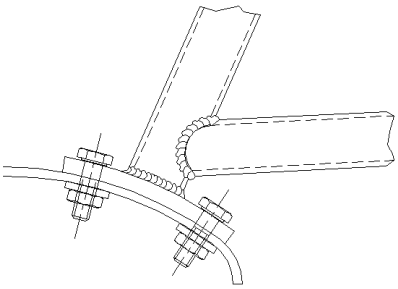
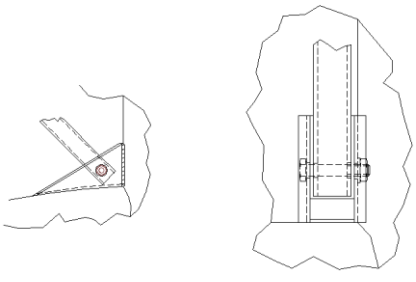
Any weld between the cage and the bodyshell/chassis is prohibited.

The reinforcement plate may be made from light alloy materials at least 5 mm thick.

DRAFT

The reinforcement plate may be bonded on the bodyshell/chassis but the mounting foot must be bolted to the bodyshell/chassis.

If the reinforcement plate is either welded or bonded plus riveted/bolted to a light alloy bodyshell/chassis the mounting foot may be bolted to the reinforcement plate (steel threaded inserts permitted).

Drawing SC-MO-1	Drawing SC-MO-2	Drawing SC-MO-3
		
Drawing SC-MO-4	**Drawing SC-MO-5**	**Drawing SC-MO-6**
		
Drawing SC-MO-7	**Drawing SC-MO-8**	**Drawing SC-MO-9**
		

17.5.2.12 Tube Specifications

Only tubes with a circular section are authorized. Material: cold-drawn seamless unalloyed carbon steel containing a maximum of 0.3% carbon, with a minimum tensile strength of 350 N/mm². The minimum dimensions are:

Application	Minimum dimensions
Main rollbar (Drawings SC-1 and SC-4), or lateral rollbars (Drawings SC-2 and SC-3) and transverse member (Drawing SC-2, SC-3 and SC-4)	45 × 2.5 mm (1.75" × 0.095") or 50 × 2.0 mm (2.0" × 0.083")
Backstays, lateral half-rollbar (Drawing SC-4) and other parts of the safety cage	38 × 2.5 mm (1.5" × 0.095") or 40 × 2.0 mm (1.6" × 0.083")

These figures represent the minima allowed.

Guidance on welding: welds must be carried out along the whole perimeter of the tube. All welds must be of the highest possible quality with full penetration, preferably using a gas-shielded arc. Although good external appearance of a weld does not necessarily guarantee its quality, poor-looking welds are never a sign of good workmanship. When using heat-treated steel, the special instructions of the manufacturers must be followed (special electrodes, gas-protected welding).

17.2 Fuel

Fuel must be:

- Unleaded; and
- Be no more than 98 RON.
- Fuel, the cost of which is included in the entry fees, will be available next to the **Service Park in the Refuelling Station**, and designated refuelling zones as per the Roadbook. Competition vehicles bearing identification stickers will only be allowed to refuel in this area. Fuel will not be dispensed into auxiliary containers.
- Service Crew vehicles with identification stickers.

17.6 Tyres

17.6.1 Tyres are free, except for paddle tyres, and must be in good condition and free from any defects.

17.6.2 Vehicle must be fitted with a spare wheel. (This is due to the distance covered in the Event)

17.6.3 Inflating / deflating operation must only be carried out while the car is not in motion.

DRAFT

17.7 Fuel Cell

17.7.1 The tank must be contained in a housing attached to the chassis/Safety Cage, housing should be aluminium with a minimum thickness of 3 mm or 10 mm with composite material.

Any aux fuel tank with a capacity greater than **10 litres** shall be mounted on a separate metal tray or basket securely attached to the chassis. The tank shall be retained within the tray by metal straps or a metal cover plate designed to prevent movement or displacement of the tank.

Auxiliary fuel tanks installed in place of the passenger seat shall be secured with a minimum of two additional steel straps. Each strap shall be at least **1.2 mm thick and 20 mm wide**.

17.7.2 Custom made aluminium tanks will be allowed. Roto-molded tanks allowed.

Any custom-made aluminium or aftermarket roto-moulded fuel tank must be presented to the Chief Scrutineer for inspection and approval prior to the event. The tank shall not be permitted for competition unless approval has been granted.

FIA FT3-1999 fuel cells, installed in accordance with the latest applicable FIA technical regulations, are highly recommended, particularly for **T1 specification vehicles**.

17.7.3 The filler cap and vent lines should be routed outside the driver/passenger compartment.
17.7.4. Vehicles fitted with a fuel tank with a filler neck located in the passenger compartment must be equipped with a non-return valve homologated by the FIA (Technical List n°18) or equivalent to this standard. This valve, of the type "with one or two flaps", must be installed in the filler neck on the tank side.

17.7.5 OEM fuel tank allowed if fitted in the original position using the original mounting device.

Any modification to an OEM fuel tank or fuel system shall require **prior approval from the EMSO Technical Department** before the event and shall be recorded in the vehicle's Technical Passport.

17.7.6 Competitors must ensure their fuel tank will supply them with at least **100 km** of driving range in rough desert terrain.

17.8 Bodywork

17.8.1 The windscreen is optional. If fitted, must be made of laminated safety glass.

17.8.2 The vehicle must be fitted with at least one rear-view mirror to ensure that the driver can view vehicles behind him when in the seated position. (Recommend two side mirrors)

17.8.3 All original interior body panels in the passenger compartment must remain fixed and or cover any openings as originally supplied from the manufacturer.

17.8.4 Vehicles must have retained the factory installed forward facing headlights and or at least one aftermarket replacement light rated at 55 Watts or greater. These lights must be operational. (For safety reasons i.e., dust/fog)

DRAFT

17.8.5 Rearward facing brake lights must be fixed and functioning.

17.8.6 No part of the bodywork may present sharp edges or points.

17.9 Cockpit

17.9.1 Minimum (1) fire extinguisher per crew member must be securely installed in the vehicle within reach of the competitor(s) when seated and wearing their seatbelt. Minimum extinguisher weight should be 2kg. Only quick-release metal fastenings, with at least two metal straps, are accepted.

17.9.2 FIA certified seats and seatbelts are mandatory. They both can be within the homologation date + 2 years.

17.9.3 A seat belt cutter must be within reach of the competitor(s) when seated in the cockpit.

17.9.4 No mechanical part may protrude into the interior of the cockpit. Any equipment that could involve a risk must be protected or covered and must not be situated in the cockpit.

17.9.5 Vehicles without side windows must be fitted with lateral protection nets. Nets are only required on driver side if no co-driver is present.

17.9.6 Seat belts anchorage points shall meet or exceed FIA regulations as specified in Safety Equipment for Cross Country Vehicles Appendix J Article 283 Art 6.2.

17.10 Personal Protection Equipment

17.10.1: Helmet – Must be FIA or Snell approved – Certified Manufacturer. Helmet must be used in conjunction with an FIA approved Frontal Head Restraint device.

17.10.2 Race Fire Suit – Must be either appropriately FIA Homologated or SFI approved – Certified Manufacturer.

17.10.3: Gloves, Underwear, Balaclava, Socks and Shoes – Must be either appropriately FIA Homologated or SFI approved – Certified Manufacturer.

17.10.4 All safety equipment must appear to be in good working order.

17.10.5 Medical Kit - All vehicles must be equipped with a medical kit, each crew member must carry 3 litres of water in a CamelBak (hydration pack).

17.11 Safety Flag

17.11.1 All vehicles are to be fitted with a flexible flag pole extending at least 1.5 meters above the highest roof point and a Red/Orange coloured flag with minimum dimensions of 30cm X 30cm is to be shown at the top of the pole at all times during competition.

DRAFT

Appendix 1: Rally HQ and Service Park Location

Detailed Service Park maps will be posted on the Sportity Channel and located in the Rally guide.

Dubai Festival City Mall – Parking Lot https://goo.gl/maps/rtUAb8NyE3hzMubY6



Appendix 2: Digital Notice Board

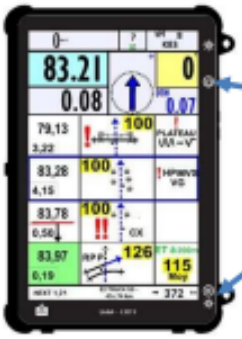
The event digital notice board will be posted on the below Sportity channel. All competitors must ensure they download the application, add the channel code and enable notifications to receive event information. There will we be no physical notice board.



Appendix 3: ERTF Unik 4 Roadbook User Guide

MEMO GPS UNIK4 RALLYE RAID – VERSION 2024 CAR/TRUCK

Activation and GPS buttons



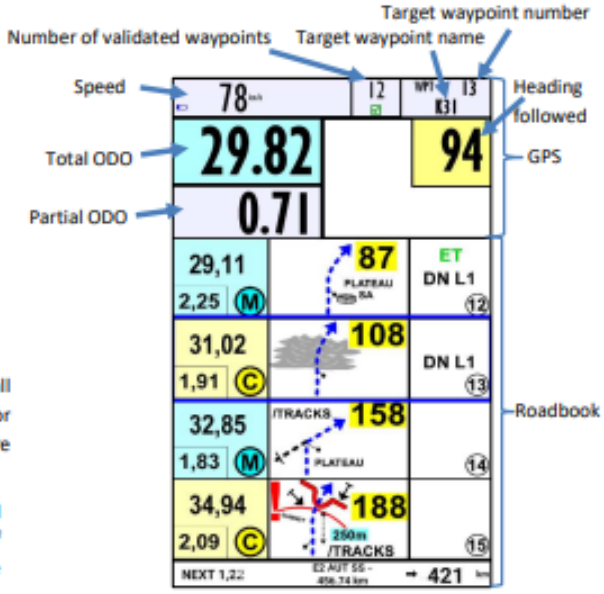
ON/OFF
Exit sleep mode

Long press: Open the Parameters menu

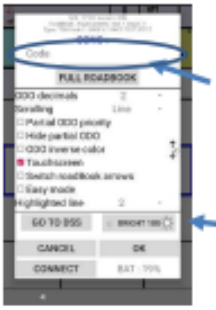
The bell : Satellite reception indicator. No icon: all clear, good satellite hook. If the bell appears static or flashing, check that the antenna and its cable are connected and not damaged.

The battery :Power supply indicator. Ni icon: all clear, Unik4 power supply by the vehicle battery. If the battery appears static or flashing, check the connections.

Navigation general screen in WPM



Daily code

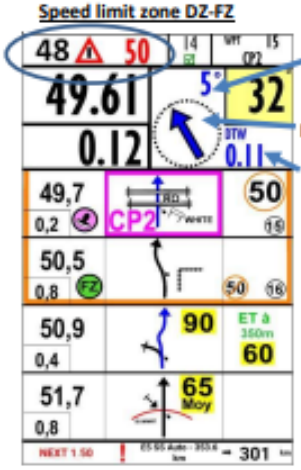


Open the **Parameters** menu by a long press

Enter the 4 numbers code given by organisation and validate with OK

Brightness setting

Speed limit zone DZ-FZ



CTW = Heading to follow to reach the target waypoint

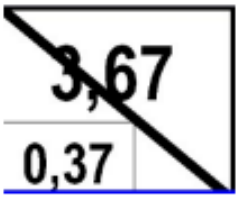
Direction to follow

DTW = Distance to reach the target waypoint

symbol: If this symbol appears, the GPS is checking the max speed

Remote control

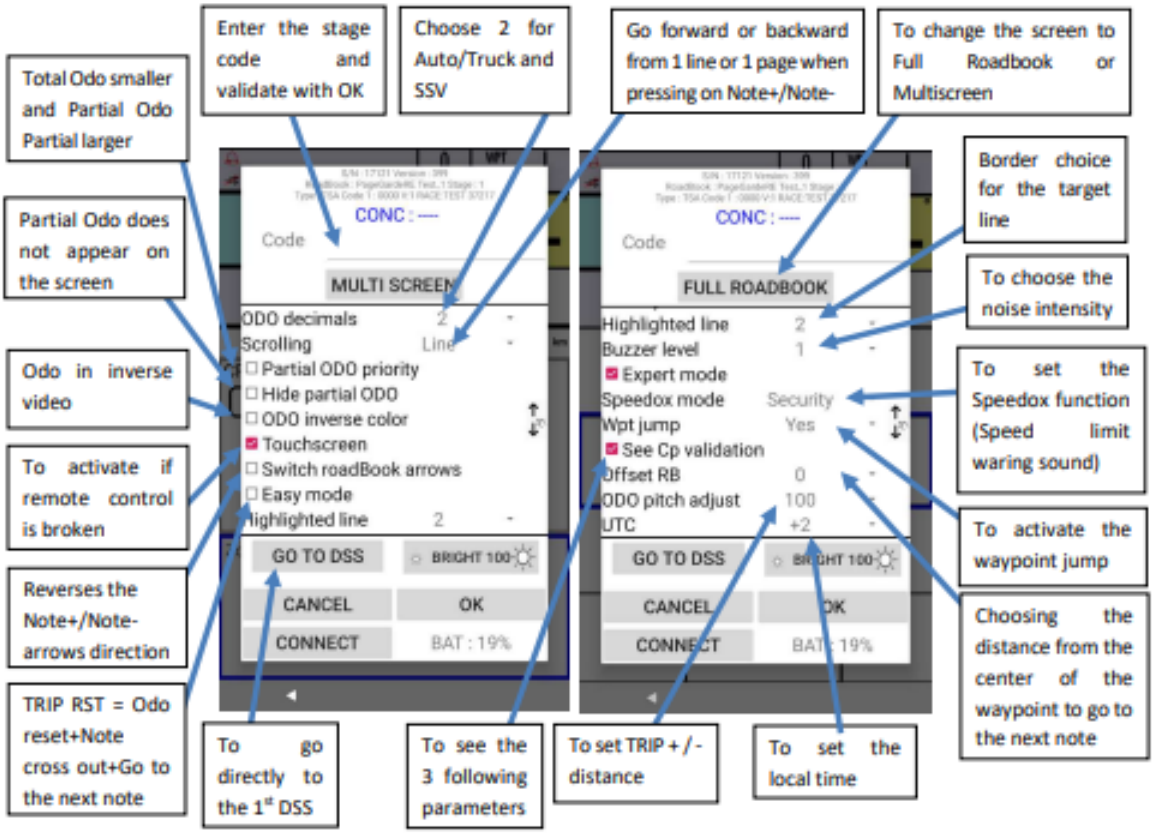




MEMO GPS UNIK4 RALLYE RAID – VERSION 2024 **CAR/TRUCK**

Parameters

Default settings are adapted to Rally-Raid navigation. Do not touch it unless you are sure what you are changing.



Sentinel function

Overtaking

You want to overtake : press for a long time (**more than 2s**) on the **yellow** button or on the STN button of the remote control to send a signal to the vehicle ahead.
The distance to send the overtaking request is as below:

- 250 if speed difference is less than 20km/h
- 400m if speed difference is more than 20km/h
- Beyond 400m, no requests for overtaking will be considered.





Somebody wants to overtake you: **you hear**
Beep beep beeep – Beep beep beeep
Get ready to let the vehicle pass a.s.a.p.

To inform the vehicle which wants to overtake that you have heard is signal and that you are going to let him pass a.s.a.p.
Press briefly the yellow button or the STN button of the remote control
(**less than 2s** - which cuts the sound in the cockpit)



If you don't acknowledge receipt of the signal, an acknowledgement of receipt is automatically sent at the end of 6s.

Accident

If you breakdown or if you have a crash **in a dangerous place (after a turn or a dune)**: press the **red Alarm button**, you will send a signal to the competitors maximum 250m around regarding the ground.

To stop it, press again the red Alarm button



There is an accident near by: you hear
Beeeep – beeeep – beeeep

Note:

The Overtaking function is inactive when the vehicle is stopped or at the bivouac.

The Alarm function is automatically deactivated as soon as the vehicle runs above 20km/h.

February 2024

Appendix 4: Competitors Relation Officer

Name: Fady Aoun
Mobile: TBA by bulletin
Language Spoken: Arabic, English, French



Principal Missions

Inform the competitors and play a mediating role at all times. They may attend the meeting of the panel of the Stewards, in order to keep abreast of all the decisions taken.

The competitors' relations' officer must be able to be easily identified by the competitors.

Presence During the Rally

When the secretariat is opened, they should have the secretary of the meeting draft a schedule of their duties which shall be posted on the Notice board of the rally, and which shall include:

- Presence at Scrutineering
- At the Secretariat of the Meeting
- At the Start of the rally
- At regrouping halts
- In the Parc Fermé at the end of sections
- Near the Parc Fermé at the finish (the latter being dependent on the rally timetable).

Function

- Give accurate answers to all questions asked.
- Provide all information or additional clarifications in connection with the Regulations and the running of the rally.

Mediation

Avoid forwarding questions to the stewards, which could be solved satisfactorily by a clear explanation, with the exception of protests (for example, clarify disputes over times, with the assistance of the timekeepers).

The competitors' relations officer shall refrain from saying anything or taking any action, which might give, rise to protests.

DRAFT