

10 TO 26 OCTOBER 2023



REGULATIONS



ENVIRONMENTALLY RESPONSIBLE DRIVING
CARBON NEUTRAL EVENT



ROUTE DATA



Total Distance	7,500 kms (approx.)
Driving Days	16
Rest Day	1 (Al Ula, KSA)
Border Crossings	4
Shipping Port (Start)	Aqaba, Jordan





The Badawi Trail to the Last Oasis 2023 Regulations

1. ANNOUNCEMENT

1.1 The "Badawi Trail" will be held between 10 October 2023 and 26 October 2023. The event dates may be changed at the Organisers' discretion.

The event is organised by HERO-ERA, a trading name of HERO Events Ltd Registered in England and Wales: Company Registration No. 06997408, hereafter referred to as the Organisers, which is affiliated to Motorsport UK, FIVA and to the Federation of British Historic Vehicle Clubs

1.2 The address of the Organisers' UK office is:

HERO-ERA,
138 Southern Avenue, Bicester Heritage,
Bicester, OX27 8FY, United Kingdom

Tel: +44 (0)1869 254979

Website: www.hero-era.com

Email: info@hero-era.com

2. WARNING

2.1 All Motor Sport is potentially dangerous. This event may use remote roads which could be considered hazardous, these are intended to present those taking part with a driving challenge; the event will be a test of endurance for crews as well as cars and competitors must satisfy themselves that they are medically fit enough to take part and that their cars are properly prepared. Competitors should not enter the event unless they accept that there is an element of risk to themselves and their vehicle. Competitors are expected to drive safely within the limitations of their vehicles and to show due consideration to other road users at all times. HERO Events Ltd and other "HERO-ERA" associated companies, their staff and Officials, Representatives and Agents, Motor Clubs, Overseas Travel Agencies and all associated organisational bodies and landowners accept no responsibility whatsoever for any accident, loss or injury happening to competitors and do not undertake to provide security, rescue or assistance of any kind. All competitors will be required to sign the Indemnity Declaration printed on the entry form.

3. PERMIT AND AUTHORISATION

3.1 The event is entered on the FIVA calendar as a Regularity Event. Application has been made for the necessary permits and route authorisations. These documents and any other permissions will be displayed on the Official Notice Board.

4. EVENT DESCRIPTION

4.1 The “Badawi Trail” will start in Aqaba, Jordan on Tuesday 10 October 2023 and will finish in Dubai, UAE on Thursday 26 October 2023 followed by a Prize-Giving Dinner. The route will be approximately 7,500 kilometres long passing through Jordan, Saudi Arabia, United Arab Emirates and Oman. (Subject to change.)

4.2 The event is open to vehicles in the Vintage, Vintageant and Classic Categories being of a model type in production before December 1975. The Organisers reserve the right to introduce separate routes and time schedules for these different Categories. Commercial or military vehicles such as light trucks, vans, ambulances, pick-ups and utility 4x4 vehicles are not eligible.

4.3 A comprehensive Route Book and Map Book will provide competitors with all the information necessary to follow the mandatory route, these will be issued at the start of the event. The route could include Test Sections timed to the second together with Regularity Sections, Time Controls and where applicable, Sporting Time Controls both on the public highway and private land using both surfaced and unsurfaced roads. There may also be Route Checks, Passage Controls and Secret Checks to check adherence to the correct route. Competitors will be issued with a Time Card and a Time Schedule which will enable them to establish the specific times at which they must check-in to the different Time Controls to avoid penalties.

4.4 The Route and Map Books will give details of the overall route, Time Schedules, locations of Main and Time Controls, Passage Controls, Route Checks, Regularity Sections and Test Sections. The route will be defined by a variety of methods such as route descriptions, GPS waypoints, tulip diagrams, marked maps and test diagrams. An accurate tripmeter, and a watch are essential, but no additional maps will be necessary. Distances will be measured in Kilometres. An official measured distance for calibration purposes will be provided near the start location. The Organisers’ times and distances are deemed to be correct and not subject to query, protest or appeal.

4.5 Vehicles must be mechanically prepared for remote and rough terrain and carry sufficient fuel for 400 km / 250 miles.

5. PROGRAMME

5.1 The pre-rally programme will be as follows (subject to final arrangements):

- Monday 9 October 2023: Scrutineering will take place at Rally HQ hotel or in close proximity. Crews will then proceed to Documentation at the Rally HQ hotel. This will be followed by the Welcome Dinner in the evening.
- Tuesday 10 October 2023: Cars will start from Aqaba.

5.2 Provisional Route (subject to confirmation and further reconnaissance). The route of approximately 7,500 kilometres will take 17 days from the start in Aqaba, Jordan on Tuesday 10 October 2023 and after travelling through Jordan, Saudi Arabia, United Arab Emirates and Oman crews will arrive in Dubai, UAE.

6. EVENT OFFICIALS

- 6.1 The Organising Committee comprises:
- Clerk of the Course: Guy Woodcock
 - Deputy Clerk of the Course & Route Designer: John Spiller
 - Event Secretary: Eleonora Piccolo
 - Entries Secretary: Annette Daley
 - Head of Mechanical Assistance: Tony Jones

The roles and names of other Officials will be notified in subsequent bulletins.

7. CATEGORIES AND CLASSES

7.1 Vehicles will be accepted in the following age Categories:

(A) Pioneer

A model in production before December 1920.

(B) Vintage

A model type in production before December 1930.

(C) Vintageant

A model type in production between January 1931 and December 1947.

(D) Classic

A model type in production between January 1948 and December 1975.

(E) Special

Any car not eligible in its normal age Category due to non-period modifications or a later build date, may be considered for the 'Special' class at the discretion of the Organisers.

7.2 So that vehicles of similar type and performance can compete against each other, Categories may be divided into Classes based on engine size and/or date of production or other factors at the Organisers' discretion. Categories or Classes may also be combined should the Organisers deem this necessary.

7.3 Competitors must ensure that, at the time of Scrutineering and for the duration of the event, the vehicle is road-legal for the countries in which the event takes place and that it complies with these Event Regulations. From 31 December 2022, all cars must have a FIVA ID Card, a copy of which must be sent to the Organisation at least 28 days prior to the start of the event.

7.4 The Technical Regulations for this event are shown in the Appendix A at the end of these Event Regulations. These give details of mechanical modifications that are not permitted, the equipment upgrades that are permitted, the safety equipment and spares that are recommended and the navigation equipment that is required.

7.5 All vehicles must have valid insurance cover, a Registration Document and where (before, during or after the event) border crossings are involved, a Carnet de Passage. Crew members who intend to drive must be over the age of 17, must be covered by insurance, have a valid Driving Licence and an International Driving Permit (IDP).

8. ENTRIES, FEES AND INSURANCE

8.1 Entries are by invitation only from the Organisers. A competing crew shall consist of two persons unless otherwise agreed with the Organisers. All crew members must be over the age of 17, be covered by valid insurance whilst driving on the event, be in the vehicle during all the timed sections of the event and must have completed the Indemnity and Signing On procedures.

8.2 Applications for entries close on 1 June 2023, after which date no refunds of entry fees will be given.

The entry fee for a crew of two includes:

- 2 nights pre-event accommodation in Aqaba
- Welcome Dinner
- On-event accommodation in a twin/double room including breakfast
- Group evening dining except on rest days
- Occasional on-rally lunches
- Parking arrangements
- Emergency breakdown assistance
- Medical support
- Car preparation and navigation guides
- Tulip style Route Books and Map Book for the entire route
- GPS waypoint coordinates
- Metal rally plates, competition numbers, decals for the vehicle
- Identity tags for each participant
- Finishers awards
- Trophies for Overall, Category and Class winners
- Two tickets for the Prize Giving Dinner

8.3 Competitors are responsible for any other costs incurred – personal travel and health insurances, air fares and vehicle shipping to the start and from the finish, customs bonds, obtaining visas, border crossings, vehicle breakdowns, repairs and repatriation of the vehicle, petrol and any incidental costs for accommodation/meals and anything else that is not listed under point 8.2.

8.4 The details of each crew member must be submitted via a fully completed online Entry Form, issued by the Organisers. By submitting the Entry Form the crew undertake to abide by these Event Regulations and any subsequent Official Bulletins issued by the Organisers. Once an entry has been accepted, any subsequent change of vehicle or crew member is at the discretion of the Organisers by written permission. The maximum number of entries for the event is 50 however this can be amended at the Organiser's discretion.

8.5 Competitors must comply with the dates given by the Organisers for the submission of information or copies of documents such as: passports, personal photos, driving licences, vehicle registration documents, vehicle FIVA ID Card, vehicle inspection report, vehicle photos, medical history, visas, insurances, fuel payments. Failure to meet any of the deadlines set by the Organisers will result in the cancellation of the Competitor's entry and the forfeit of all monies paid.

8.6 Competitors cannot make any changes to the vehicle, driver or co-driver after the entry closing date unless approved by the Organisers. A vehicle or crew member may not be replaced during the event, unless approved in exceptional circumstances by the Clerk of the Course.

8.7 The Organisers reserve the right to refuse or withdraw any entry without explanation. An entry will not be confirmed until the full entry fee has been paid. If prior to the event unforeseen circumstances force the cancellation of the event, the Organisers reserve the right to retain 25% fees paid, to cover administrative costs already incurred. If once the event has started, unforeseen circumstances force the cancellation, curtailment, rerouting or interruption of the event there will be no refund of the entry fees or reimbursement of any other costs or expenses incurred.

8.8 All event documentation and instructions will be in English.

8.9 The entry fee is per vehicle including a crew of two: The Early Bird Entry fee is £28,000 (£30,000 for late entries received after 15 January 2023). To enter this event a deposit of £8,000 must be paid when submitting a completed online Entry Form - the deposit is non-transferable and non-refundable should the entry be withdrawn. However, should your application be unsuccessful, the deposit will be returned to you in full.

Once an Entry is accepted, participation in the event is only guaranteed upon receipt of the full entry fee along with

receipt of all the personal and vehicle information requested by the Organisers, by the deadlines specified below.

The balances of the entry fee are: £10,000 (£11,000 for late entries) due by 15 January 2023 and £10,000 (£11,000 for late entries) due by 15 June 2023 - both these amounts are non-refundable. Personal and vehicle information must be submitted to the Organisers before 1 June 2023.

8.10 Entries must be submitted online via the event page at the HERO-ERA website: www.hero-era.com: For help with this process please contact admin@hero-era.com or telephone +44 (0)1869 254979. All payments should be via Bank Transfer, details below:

Account Name: HERO Events Ltd
Sort Code: 20 71 75
Account Number: 13636402
IBAN: GB69 BARC 20717513636402
SWIFT BIC: BARCGB22.

9. APPLICATION OF THE REGULATIONS

9.1 The Organisers reserve the right to change the provisions of these Regulations at any time by issuing an Official Bulletin or any other Official Instruction. Each Official Bulletin will be numbered, dated and signed by the Clerk of the Course or a Deputy. These may be sent to competitors prior to the event, or be posted on the Official Notice Board. On the event they may be directly communicated to the competitors at any Controls that all competitors are required to visit where competitors must sign to acknowledge receipt of the information.

9.2 The Organisers may postpone or cancel the event, modify these Regulations, the route, the time schedules or any other aspect of the event if circumstances make such action necessary.

9.3 The Clerk of the Course is responsible for the application of these Regulations and their provisions during the running of the event and has the power to decide on any matter not provided for in these Regulations or subsequent Official Bulletins.

9.4 If a specific penalty is not detailed in these Regulations or if a penalty of 'up to and including Exclusion' is specified, the Clerk of the Course will have the discretion to penalise a breach of the Regulations by imposing a penalty ranging between 1 minute and Exclusion.

9.5 The Clerk of the Course has the right to exclude from the event or otherwise penalise at any time any competitor who has breached any civil law, any traffic regulations, acted in a fraudulent or unsporting manner or behaved in a manner that is not conducive to the smooth running of the event or which may bring the event into disrepute. Such decision is at the sole discretion of the Clerk of the Course and is not subject to appeal.

9.6 Event Officials will be on duty throughout the event to discuss any competitor queries or issues. Any query or issue that cannot be resolved by discussion with the Official must be submitted to the Clerk of the Course using an Official Query Form. Written protests are not expected but should a competitor not be satisfied with the decision of the Clerk of the Course the matter maybe referred to the event Steward(s) for adjudication, see also Article 22.

10. COMPETITOR OBLIGATIONS

10.1 Competitors named on the Entry Form will be responsible for all liabilities and obligations before and throughout the event.

10.2 Competitors shall be held responsible for any accident or breach of the laws in which they may be involved and must inform the Organisers, as soon as practicable, with full details of any such incident from which liability may arise. The Organisers decline liability in any accident or incident caused by or to competitors and/or the competing vehicles during the event. Competitors shall have no claim against the Organisers arising out of any act or omission

of the Organisers, their servants, agents or Officials during the course of the event. The Organisers accept no responsibility for assisting competitors in difficulties of any kind and will not accept any claim for expenses of any sort however incurred.

10.3 Competitors are responsible for payment of any costs they incur during the event. In particular, any extras and incidentals at hotels, mechanical services, breakdown transportation and charges at garages which must be paid in full on demand. Failure to do so may place the competitor in breach of Article 9.5.

10.4 Competitors who retire from the event must ensure that Officials at the Event HQ know of their decision to withdraw. At the point when the competitor retires or is excluded all rights and benefits of a competitor are relinquished. However, the Organisers may at their discretion allow on-going hotel accommodation to be used provided the competitor is not in breach of Article 9.5.

10.5 Competitors must have valid vehicle, personal travel and health insurances, to include repatriation, and cover against liability for personal injury to and/or damage to the property of Third Parties, whilst taking part in the event. Visas, driving licences and vehicle documentation may also be required for most of the countries to be visited. The Organisers cannot be held responsible for any problems caused to a competitor by failure to make adequate insurance provision or as a result of incomplete or missing documentation.

10.6 When applicable, Competitors falling behind the event time schedule for any reason will be responsible for their own border crossing arrangements and any other costs, including additional accommodation.

10.7 Competitors who retire from the event are responsible for removing the vehicle from that country at their expense. No vehicle can be left in any country unless accompanied at all times by the person who has the vehicle details entered in their passport.

10.8 Competitors are obliged to comply with the instructions of an Event Official and to make themselves aware of any Official Bulletins or notices posted on the Official Notice Board.

10.9 Both crew members must be in the vehicle throughout the event, except when the vehicle is stationary or in the vicinity of a Control. Any absence or change of a crew member must be requested in writing and authorised in advance by the Clerk of the Course.

10.10 Competitors must not drive at excessive speed or in a dangerous or negligent manner and must always conduct themselves in a manner, which does not bring the sport into disrepute. Failure to do so may place the competitor in breach of Article 9.5.

10.11 Competitors must make every effort to ensure they do not delay other crews. If caught by another vehicle, it is obligatory for drivers to pull over or even stop to let the other vehicle pass. Failure to do so may place the competitor in breach of Article 9.5. No time allowance will be granted for delays, baulking or force majeure.

10.12 Competitors must use at every overnight halt, a nonporous sheet or drip tray to stop oil and other fluids from contaminating the ground under the vehicle.

10.13 Competitors automatically grant at no cost to the Organisers and their sponsors, the unrestricted right and permission in perpetuity, to make, use and show, at their own discretion, any pictures and/or motion pictures and live, taped or filmed television and other reproduction of themselves (television, press and internet) during the period of the event and after. Competitors and crew members' name, voice, image, likeness and biographical material may also be used or reproduced in any way known. In addition, HERO Events Ltd., may ask crews who are producing their own video blogs, feeds or transmissions to provide footage for a pool of video resource to be used.

10.14 By entering this event, all competitors and crew members agree that information, although limited to: name, nationality and car details, will be published through, but not limited to, electronic means such as websites, social media, etc., press outlets; newspaper reports, event reports & results in the form of Entry List and written reports.

10.15 The Event logos and name remain the copyright of the Organisers. Their use for commercial purposes is forbidden without written permission from the Organisers.

10.16 Competitors undertake, as a condition of entry, to abide by the requirements of the Event Regulations. A breach of any of the Competitors Obligations listed in Article 10 may result in a refused start or a penalty 'up to and including Exclusion' at the discretion of the Clerk of the Course.

10.17 Competitors must have a correctly installed GPS receiver (Garmin GPSMap276Cx) and be competent to use it for navigating the more remote areas of the route. Competitors without the recommended GPS unit will not be allowed to start for safety reasons.

10.18 Competitors must have the recommended GPS tracker unit fitted to their vehicle to track their progress along the route.

11. JUDGES OF FACT AND DRIVING STANDARDS OBSERVERS

11.1 All named event Officials and all persons signed on as marshals will be deemed to be Judges of Fact for the purpose of ensuring compliance by competitors with the provisions of these Regulations and for any regulations relevant to the point at which they are officiating

12. IDENTIFICATION AND ADVERTISING

12.1 The Organisers will supply each crew with two metal rally plates, which must be fixed to the front and to the rear of the car in a clearly visible position (but not obscuring the vehicle licence plates) along with larger numbers for each side of the car. These plates and competition numbers must be in place for Scrutineering and throughout the event. At Documentation and Pack Collection competitors will each be provided with identity badges, which should be worn at all times during the event.

12.2 Advertising is restricted, any sign writing or stickers, including Charity involvement, should be discreet and confined to the bodywork to the rear of the front doors. The front doors are to be kept clear for event competition numbers and any Organisers' publicity material.

13. TEAM ENTRIES

13.1 All cars competing on the event will be randomly allocated to a Team of three cars prior to the start. If the final number of starters is not fully divisible by three, then one or two randomly selected cars will be allocated to a second team. The winning team will be the one with the lowest aggregate penalties of the three team members, all of whom must be classified as Finishers.

14. SCRUTINEERING

14.1 All crew members must attend pre-event Scrutineering with their vehicles at the times and locations to be advised in the Final Instructions or an Official Bulletin. The Scrutineers will check that the vehicles conform to National Vehicle Regulations, the applicable HERO-ERA Technical Regulations and these Event Regulations. Additionally and where applicable, the FIVA ID Card will be inspected to confirm the vehicle presented at Scrutineering matches the FIVA ID Card specifications.

14.2 The acceptance of a vehicle at any Scrutineering does not imply compliance to National Vehicle Regulations, HERO-ERA Technical Regulations or these Event Regulations should any subsequent inspection find otherwise. Competitors may be required to re-present their vehicles for Scrutineering at any time during the event up until the results being declared Final.

14.3 Any crew who fail to successfully complete Scrutineering and Documentation will be deemed non-starters and will forfeit their entry and entry fee.

15. SIGNING ON, DOCUMENTATION & PACK COLLECTION

15.1 Crews must 'Sign On' prior to the start of the event.

15.2 Following successful completion of Scrutineering both crew members should report to Documentation and Pack Collection where they may be asked to present their licences and/or HERO-ERA membership cards. Once the relevant Documentation is confirmed to be in order, Competitor Packs containing Route Information and other relevant event items will be issued.

15.3 There will be a Competitors' Welcome and Briefing by the Clerk of the Course at the Event HQ prior to the event starting, details will be provided in the newsletters distributed to competitors.

16. STARTING ORDER

16.1 The starting order for each Day will be determined by the Clerk of the Course and displayed on the Official Notice Board. The starting interval between the cars will be 1 minute unless advised otherwise by the Clerk of the Course. The Organisers may require all the competing cars to assemble in the starting area before the start each Day.

16.2 Competition numbers will be allocated at the Organisers' discretion.

17. ASSISTANCE

17.1 Competitors should be self-sufficient and able, where possible, to repair their own cars. The Organisers will arrange for Official Assistance crews to follow the route with instructions to assist with emergency road -side repairs. They will not be expected to provide a towing service nor to work late hours at the end of the Day. All repairs carried out by them are entirely at the risk of the competitor who having accepted the assistance cannot make any claim regarding the quality of the repairs or for any consequences resulting directly or indirectly from any such repairs.

17.2 Pre-arranged outside assistance, other than that provided by the Official Assistance crews as outlined above in 17.1, is forbidden during the period between a crew's check-in time at the start and finish MTC of each Day. Competitors should be aware that any non-competing vehicle seen to be accompanying their car or seen on any part of the Official route on any Day, will be regarded as providing pre-arranged outside assistance, whether or not they are actually working on a competing car. In these circumstances the Clerk of the Course may impose a penalty based on the report from a Judge of Fact. Articles 9.4 and 11.1 refer.

17.3 If necessary, towing by another competitor is permitted subject to local Road Traffic Regulations. Where permissible, any such towing will be limited to the end of the day in question. Towing or transportation of cars by other vehicles including trucks and breakdown vehicles for a reasonable distance, determined by the Clerk of the Course, to where assistance may be obtained is also permitted.

17.4 Cars capable of being driven must not be transported or towed by either another competitor or any form of vehicle at any time during the event. Competitors who contravene this regulation will be penalised.

17.5 The towing or transporting of competitors cars in the vicinity of a Time Control will be penalised as if the competitor had not visited the control. Competing cars must be capable of being driven to the control location to obtain a time at that control.

17.6 Any car being towed or transported which falls behind the timetable of the main event will be deemed to be outside of the Organisers responsibilities at border crossings. Neither the Organisers nor their agents will wait beyond

the due time of the last vehicle still running in the main event to assist with any border's procedures. The organisation of, and any costs associated with, transporting a car across any international border is entirely the responsibility of the competitor and neither the Organisers nor their agents will be expected to offer help with this matter.

17.7 All Event Officials are considered to be Judges of Fact for compliance with Article 17. Non-compliance will be penalised 'up to and including Exclusion'.

17.8 Competitors are permitted to send spare parts in advance of or during the event to any point along the route by commercial postal or courier services. Any person delivering parts may only work on the competing car on rest days and may not follow the event to any subsequent night halt.

18. CONTROLS AND SECTIONS

18.1 SECTIONS – will be three types of Section:

Road Section – During each Day, starting and finishing at a Main Time Control, there will be a number of Time Controls at which competitors must check-in at their Scheduled Time.

Test Section – A timed test of speed and driving skill on and off road.

Regularity Section – A section on or off-road where different speed averages should be maintained.

18.2 CONTROLS – There will be eight types of Control:

Main Time Control (MTC) A timed Control at the start and finish of each Day with timing to the previous full minute.

Road Section Time Controls (TC and STC) A timed Control at intervals along the route with timing to the previous full minute.

Passage Control (PC) An untimed Control to check adherence to the correct route. Passage Controls may be manned or unmanned.

Route Check (RC) An untimed unmanned Control where competitors must record information to verify adherence to the correct route.

Secret Check (SC) A Control at an undisclosed location to check adherence to the correct route or to observe driving behaviour.

Test Section Start Control (TS) A timed Control at the start of a Test Section where a marshal issues a start time on a whole minute or a half minute. In exceptional circumstances Tests may also start at 20 or 40 seconds past the whole minute.

Test Section Finish Control (TF) A timed Control at the end of a Section at which timing will be to the previous full second at the time the car stops at the finish line.

Regularity Start (RS) Regularity Start controls will be situated at locations given in the route book. There will be no arrival time control prior to them. Competitors may report to these controls, and when manned start the Regularity Section at any time during the period they are open. Regularity Starts may be manned or unmanned.

Regularity Timing Point (TP) Timing points on Regularity Sections will be established on the correct route, which may or may not be at a landmark indicated in the route book or route instructions. Competitors should arrive at TP's in line with the time and distance schedule for the regularity, Organisers' times and distances will be deemed correct. Competitors may visit TPs at any time they are open. TPs will have no advance board, but will be indicated by a red TP board. Competitors will be timed as they stop at the timing point which is a notional (or physical) line at right angles to the TP board (or immediately behind any car already on the line). They must then hand their time card to the marshal for their time of arrival to be recorded.

18.3 Competitors will receive information and documentation to enable them to locate these Controls, to visit them in the correct order and to complete the route correctly. Their check-in times will be recorded on their Time Cards and penalties will be applied for variance from the event requirements.

Time Controls (MTC, TC, STC)

18.4 Time Controls will be located by the roadside or inside buildings such as cafes or hotels, their locations being clearly identified by a flag or control board prominently placed by an Event Official.

18.5 Time Controls will open at least 15 minutes before the due time of the first car and close 30 minutes after the due time of the last car. Competitors are due at these Controls at their Scheduled Times and penalties will be applied for taking more or less than the time allowed between Controls.

18.6 Competitors will be penalised for missing a Time Control, checking in early or late at a Control, approaching or departing a Control in the wrong direction, visiting Controls out of sequence or more than once or not complying with the instructions of an Event Official in charge of a Control Point.

Passage Controls (PC), Secret Checks (SC), Route Checks (RC)

18.7 At a Passage Control or a Secret Check the Control Official will stamp or sign the Time Card. In the case of an unmanned Passage Control or Route Check competitors will be required to write in the appropriate space on their Time Card (in ink), the requested information that will be clearly visible at that location. Crews failing to collect a stamp/signature, not recording the correct information or approaching or departing a Control Point in the wrong direction will be deemed to have missed the Control or Check and will be penalised.

Test Sections (TS & TF)

18.8 The route may include Test Sections timed to the second, where times recorded at the Test Start (TS) and Test Finish (TF) will establish the performance on the Test. Information will be provided to complete the Test correctly and different time requirements may be assigned to different Categories. All crew members must be in the car for the duration of the Test, save for any exceptions agreed with the Clerk of the Course.

18.9 Competitors may check-in to the Test Start at any time it is open and then be ready to start as directed by the Test Section Official. Competitors will be started at intervals determined by the start marshal. Tests will be timed to the previous full second.

18.10 For each Test Section a Minimum Time will be published. A crew completing the Test in a shorter or equal time will be given this Minimum Time. Similarly, a Maximum Time will be published and any competitor taking a longer time will be given the Maximum Time. Otherwise, the actual time taken will be given.

18.11 At Test Starts, the Official will give the competitor a countdown to their due start time. At the end of the Test competitors must 'stop astride' a clearly defined finish line when the Official will stop his clock and record the time taken for the Test. The crew should then pull forward of the line to receive their time from the finish line Official. If there is a car already at the Stop Line the second crew must stop immediately behind the car on the line and they will be given the time at which their car stops. A crew coming to a halt in a careless manner or driving in a way that puts event Officials or other persons at risk will be penalised 'up to and including Exclusion'.

18.12 Competitors will be penalised for missing a Test Section, jumping the start, not performing the Test correctly, touching or passing the wrong sides of course markers, driving against event traffic, failing to stop at lines or within boxes as required, completing the wrong number of laps of a test, and not complying with the instructions of an Official in charge of the Control point. Penalties will also apply for failure to stop at a point and record (in ink) a code or information, or for failure to follow any other written Test Instruction. A crew taking the wrong route but then correcting the error before the next instruction or marker will not be penalised.

Regularity Sections (RS & TP)

18.13 The route will include Regularity Sections timed to the second. Regularity Controls will open at least 15 minutes before the due time of the first car and close 30 minutes after the due time of the last car. Competitors are due at these Controls at specific times advised and penalties will be applied for taking more or less than the time allowed between RS and TP Controls. Competitors must not stop or slow down unduly within sight of a TP. Those slowing down will be given the time that they do so as their arrival time, additional penalties will apply for stopping.

18.14 Regularity Start controls will be situated at locations given in the route book. There will be no arrival time control prior to them. Competitors may report to these controls, and start the Regularity Section, at any time during the period they are open. Regularity Starts may be manned or unmanned.

18.15 Regularity Timing Points on Regularity Sections can be located at intervals of at least 2 kms (1.24 miles) apart on public roads. Where Timing Points are located on private ground, or the route between successive Timing Points includes private ground, there is no minimum specified interval distance between these Timing Points.

19. TIMING AND TIME CARDS

Timing

19.1 The Scheduled Timing system will be used which is the time of day that each competitor is required to check - in at each Timed Control - Main (MTC), Time (TC) and (where applicable) Sporting (STC). It is calculated by adding the competitor's starting position each day to the Standard Time shown on the Time Card. For example, if the Standard Time at MTC1 for a notional Car '0' is 08:00 hours then the competitor who is sixth on the start list will have a Scheduled Time of 08:06 hours.

19.2 Competitors will be due at the different types of Time Control at their Scheduled Time (or Due Time if running late) but may report to Test Sections and Regularity Starts at any time that the Start Control is open.

19.3 At all Controls where times are recorded this will be by Officials' clocks. At the different types of Time Controls this will be to the previous full minute (i.e. 11:44:56 seconds will be recorded as 11:44:00). At Test Section Finish Controls and regularity Timing Points, this will be to the previous full second (i.e. 11:44:56.8 seconds will be recorded as 11:44:56).

19.4 A crew may arrive early at any Time Control (MTC, TC, STC) but should only give their Time Card to the Control Official at their check-in time, unless early check-in is specifically allowed. The Control Official will enter the time on the Time Card at the time it is handed to them.

19.5 At some Time Controls (MTC, TC) early check-in and/or an amount of Penalty Free Lateness (PFL) may be allowed. Competitors will be advised each day of the amount of early arrival and lateness that will be penalty free at each MTC and TC. This will not apply at Sporting Time Controls (STC).

19.6 Competitors checking-in early at a Time Control (MTC, TC, STC) will be penalised as per Article 20 and if early again at the following Time Controls will be penalised again. Competitors checking in early at STC controls will be penalised Article 20. Competitors who then take longer than the time allowed to the next Control and get back to their Scheduled Time will not be penalised again.

19.7 Competitors checking-in late at a Time Control (MTC, TC, STC) will be penalised as per Article 20 but can be the same amount late at the following Time Controls that Day without further penalty. Competitors checking in late at STC controls will be penalised as per Article 20. This lateness will apply after taking into account any Penalty Free Allowance and any Delay Allowance and provided that Maximum Permitted Lateness is not exceeded.

19.8 At all Time Controls (MTC, TC, STC, RS, TP) there will be a Maximum Permitted Lateness (MPL). This will apply after taking into account any Penalty Free Lateness and any Delay Allowance. A crew reporting to any of these Controls outside the MPL will be deemed to have missed the Control and will be penalised accordingly. The Clerk of the Course may modify the MPL at any Control.

19.9 Competitors checking in late or early at a Regularity Timing Point (TP) or failing to stop astride, will be penalised as per Article 20. A maximum penalty applies for early or late arrival at a Timing Point (if visited) and this is also specified in Article 20.

19.10 Competing cars must be capable of being driven to the Control location in order to obtain a time at that Control.

19.11 When crossing time zones, event time will continue unchanged until after the MTC at the end of the Day. Event Time will be displayed on the official Notice Board at the start of each Day. Please note that some electronic devices may automatically update their time settings prior to border crossings and display the incorrect time.

Time Cards

19.12 Each crew will be issued with a set of Time Cards showing the Standard Time for Time Controls (MTC, TC) and a guide to the notional Standard Time, in brackets, for the Test Sections (TS). From these competitors can calculate their own Scheduled Time.

19.13 Competitors are responsible for presenting their Time Cards at the correct time for completion by Event Officials at the various Control Points and for ensuring that the cards are stamped, chipped or signed and the times recorded accurately. The time recorded will be the time at which the Time Card is personally presented by a member of the crew. Officials at Controls cannot offer any advice concerning the correct check-in time for individual competitors.

19.14 Competitors delayed by the Officials at the start of a Test Section or Regularity for more than five minutes after their due time, may request to have their arrival time recorded on their Time Card by the Official in charge of the Control. A Delay Allowance will be given for any difference in excess of five minutes between the arrival and the actual start time; this 'delay allowance' will only apply if it is after the competitors' due time. At the following Time Control competitors may be late without penalty to the extent of their Delay Allowance. All Delay Allowances will be cancelled at the next Main Time Control and no retrospective claims will be allowed.

19.15 Loss of the Time Card or any alteration or amendment made to the Time Card will be penalised 'up to and including Exclusion', unless such alteration or amendment has been approved and authenticated by an Event Official.

20. PENALTIES (see page 15)

21. RESULTS

21.1 The Overall, the Category and Class Awards will be determined by adding together all the penalties incurred during the event, the winners being those with the lowest penalties.

21.2 The Team Awards will be based on the performances from the three nominated cars, all of whom must be classified as finishers, see Article 13.1.

21.3 Ties will be decided by giving preference to the older car (based on the declared age of the car) and then on the total penalties incurred on the First Regularity Timing Point of the event, then the second and so on.

20. PENALTIES

20.1 Overall penalties will be expressed in Hours, Minutes and Seconds. The maximum time penalty any competitor can incur in any one Day is 2 hours.

ARTICLE	PENALTY
Start Refused, Car Re-Classified, Exclusion	
7.3 - 7.4	Non-compliance with the vehicle Eligibility or Technical requirements
8.1 - 8.10	Non-compliance with Entry requirements
10.17 - 10.18	Non-compliance with GPS unit requirements
14.1 - 14.3	Non-compliance with the Scrutineering requirements
From 1 minute up to and including Exclusion (as defined in Article 9.4)	
8.6	Change of vehicle or crew member
10.1 - 10.18	Non-compliance with the Competitor Obligations
10.8	Non compliance with the instructions of an Event Official
12.1 - 12.2	Non-compliance with identification and advertising regulations
14.1 - 14.3	Non-compliance with on event scrutineering
17.1 - 17.8	Non-compliance with assistance regulations
18.6, 18.12	Non compliance with the instructions of an Event Official
18.11	Driving that puts persons at risk
18.12	Driving /reversing against rally traffic on a Test Section
19.15	Loss or unauthorised alteration of Time Card
Control Time Penalties	
18.6	Checking-in to a Time Control out of sequence, from the wrong direction, or more than once 15 minutes
18.7	Failure to check-in or wrong direction at a Passage Control (PC)/Secret Check (SC) 15 minutes
18.7	Failure to record the correct information at a Route Check (RC) 5 minutes
18.10	Taking less than or equalling of the Minimum Test Time Minimum Time
18.10	Taking more than the Minimum and less than the Maximum Test Time Actual Time taken
18.10	Taking more than or equalling the Maximum Test Time Maximum Time
18.10	Maximum penalty on a Test, if attempted Maximum Time
18.12	Failure to check-in to a Passage Control (PC) on a test 30 seconds
18.12	Failure on a test to correctly record (in ink), a code or information, or obtain a signature 30 seconds
18.12	Failure to check-in to or start a Test Section Double Maximum Time
18.12	Failing to finish a test, short cutting, taking the incorrect route or completing the wrong number of laps (i.e.: wrong test) Maximum Time
18.12	False or jumped start 1 minute
18.12	Touching a test cone or marker 10 seconds per offence
18.12	Failure to stop astride a line or within a box as required 10 seconds per offence
18.12	Following an incorrect route but correcting the mistake No penalty
18.13	Stopping within sight of a TP 1 minute per offence
19.6	Early check-in at a Time Control (MTC, TC) 2 minutes per minute
19.6	Early check-in at a Time Control (STC) 1 minute per minute
19.7	Late check-in at a Time Control (MTC, TC) 1 minute per minute
19.7	Late check-in at a Time Control (STC) 30 seconds per minute
19.8	Failure to check-in to a start of the Day Main Time Control (MTC) within MPL 2 hours
19.8	Failure to check-in to an end of the Day Main Time Control (MTC) within MPL 2 hours
19.8	Failure to check-in at a Time Control (TC or STC) within MPL 30 minutes
19.8	Failure to visit a Regularity start (RS) or Regularity Timing point (TP) within MPL 5 minutes
19.9	Early or late check in at a Regularity Timing point 1 second per second
19.9	Maximum penalty at a regularity timing point 2 minutes
19.9	Failure to stop astride at a Regularity Timing Point 10 seconds

22. QUERIES AND PROTESTS

22.1 Crews should check their penalties promptly and if necessary submit any queries on an Official Query Form. Queries relating to penalties incurred on any day must be submitted before the closing time of Main Time Control at the end of the following day. Queries submitted after this time will not be considered.

22.2 After publication of the provisional results at the end of the event a period of 30 minutes will be allowed for queries. Only queries submitted before the end of this period and relating to penalties incurred during the final day of the event will be considered. A further 30 minute period may be allocated during which the Organisers may adjust and republish the results. During this period no further query or protest will be accepted. Once the amended results have been republished a further 30 minute period will be allowed for protests. After this the results will be declared Final.

22.3 Any protest must be submitted in writing to the Clerk of the Course before the results are declared Final. If his/her decision is not accepted the competitor may appeal to the event Steward(s) who will consider evidence from the competitors and the Organisers. The appeal process is subject to a fee of £500 which will be refunded in the case the appeal is upheld.

23. AWARDS

23.1 In the case of a change of car or of a crew member during the event the crew will only qualify for a Finishers Award.

23.2 Finishers Awards will be presented to all crews who report to the Main Time Controls at the start and the Finish of the event, without having incurred a penalty of Exclusion.

23.3 Trophy Awards will also be presented as follows:

- **1st Overall**
- **2nd Overall**
- **3rd Overall**

The above trophies will be restricted to cars in the Pioneer, Vintage and Vintageant Categories. Winners of Overall awards do not qualify for Category or Class awards.

23.4 Category and Class Awards:

- **1st, 2nd, 3rd in the Classic Category (depending upon Category sizes)**
- **1st, 2nd, 3rd in each Class**
- **Team Prizes**
- **Spirit of the Rally**
- **Against all Odds**

23.5 Crews winning a Category award cannot win a Class award, which then passes to the next highest placed in that Class.

23.6 The Organisers retain the right to modify the qualifying criteria for the Finishers Awards. Additional awards made at the Organiser's discretion.

23.7 All competitors are invited to the Prize-Giving but those not attending will forfeit their awards, which will not be reassigned, as well as their dinner tickets. The time and place of the Prize-Giving will be notified in the Final Instructions or an Official Bulletin.

**These Provisional Regulations
may be subject to revision or amendment by Official Bulletin.**

Appendix A

HERO-ERA Long Distance Event Technical Regulations

1. ELIGIBLE CARS

1.1 Only cars of a model type produced within the Category dates listed below will be eligible for ERA events. As not all Categories are applicable to all events reference should be made to the Sporting Regulations, Article 7, of each specific event.

1.2 Category:

A - Pioneer - up to Dec 1920

B - Vintage - Jan 1921 to Dec 1930

C - Vintageant - Jan 1931 to Dec 1947

D - Classic - Jan 1948 to Dec 1975 or 1985 as advised in the specific Event Regulations.

E - Special - any car not eligible in its normal age Category due non-period modifications or a later build date, may be considered for the 'Special' class at the discretion of the Organisers

1.3 The Organisers reserve the right to accept cars manufactured after the cut off dates provided they are to the original period design and all components are of appearance, design, materials and dimensions known to have existed during the period for which the car is entered, apart from any exceptions allowed within these Regulations. Period modifications may be permitted provided the competitor can supply authenticating documents to the Organisers prior to acceptance.

All cars entered in events after the 31 December 2022 must have a FIVA ID card, a copy of which must be sent to the Organisers at least 28 days prior to any events from the date above.

1.4 Categories may be sub-divided into Classes based on the engine size and date of production so that cars of similar type and performance can compete against each other.

1.5 All cars must be of a type exclusively designed to carry passengers with either saloon or sports bodywork. Estate cars and station wagons may be considered but any commercial or military vehicles such as light trucks, vans, ambulances, pickups and utility 4x4 vehicles are not eligible.

1.6 The Organisers may decline or re-categorise the entry of a car if it does not comply with the period in spirit or appearance, if it is considered to be of inadequate performance or does not comply with the requirements of these Regulations. Once an entry has been accepted the entrant may only change the Category or Class of the car entered with the written permission of the Organisers.

1.7 The acceptance of an entry is subject to pre-event Scrutineering. The Entrant must ensure that, at the date of Scrutineering and for the duration of the event the car is road-legal for the countries in which the event takes place and that it complies with these Event Regulations.

1.8 A car failing to comply with these Technical Regulations at pre-event Scrutineering will be refused a start. At the discretion of the Clerk of the Course it may be transferred to Category E but will not be included in the general classification or the results. The crew and the car will only be eligible for a Finisher's award.

1.9 A car or a competitor failing to comply with these Technical Regulations during the event will be penalised at the discretion of the Clerk of the Course - see Event Regulations, Article 9.3

2. MECHANICAL MODIFICATIONS

2.1 It is the Organiser's intention that all competing cars conform as closely as possible to their original production specification. In exceptional circumstances and if original equipment is no longer available, written permission may be sought from the Organisation to use out of period components. The following equipment and modifications, using period or modern components, would make a significant difference to the performance of the car and are **NOT** permitted:

- Conversion of live or solid axle to independent suspension.
- Coil springs replacing or augmenting leaf springs or torsion bars.
- Shock absorbers with separate reservoirs.
- Conversion to rack and pinion or power steering.
- Limited slip or torque biasing differential, unless available as original equipment within period and of original specification – competitor to provide written evidence to prove such equipment was available.
- Engine from a different manufacturer, engine of different configuration or an engine from the same manufacturer but out of period.
- Fuel injection or supercharging, unless available as original equipment within period and of the original specification.
- Engine management systems or crank sensors.
- Disc brakes except where they were available as original equipment within period and of the original specification only in the event of original equipment no longer being available.
- Replacement of body panels or window glass with composite materials. Unless available in period or such parts are no longer available. If composite or plastic windows are fitted they must be a minimum of 6mm thickness.
- Wheel design, or material, that was unavailable within period.
- LED or gas discharge (HID) forward facing lighting equipment except marker lights.
- Modern racing driver overalls or full face helmets.
- Radio transmitters.

2.2 There will be no limit to the quantity or the range of spares that can be carried in the car, but trailers are **NOT** permitted. All spares carried in the car must be securely fastened in such a manner that they will not become loose on rough terrain or in the event of a collision.

3. UPGRADED EQUIPMENT

3.1 In the interests of, reliability, comfort and performance the following upgrades to the original production specifications **ARE** permitted:

- Under-body protection for the engine sump, gearbox, rear axle, brake and fuel lines, fuel tank and exhaust system.
- Strengthening of chassis and suspension components.
- Up-rating of engine, gearbox and radiator mountings.
- Fitting electric cooling fan.
- Additional or enlarged fuel tanks (fitted to a professional safety standard), no fuel is to be carried in the passenger compartment.
- Changed or modified fuel and air filters.
- Re-tuning engines to cope with low octane fuel.
- Gearbox, Overdrive and final drive ratio.
- Up-rating from 6 to 12 volt electrical systems.
- Replacement of charging circuit components with an alternator.
- Replacement front seats and steering wheel, back seats can be removed.
- Tyres of different specification.
- Roof racks of a period design and material (must not overhang the roof area).
- Additional instruments, switches, controls and accessories (the original layout should be retained).

Modifications, such as additional cooling vents, bonnet and bootstraps or catches, lamp guards and period luggage are encouraged.

4. SAFETY EQUIPMENT

4.1 The following equipment **IS** strongly recommended:

- Correctly fitted and adjusted full harness seat belts which should be used at all times, recommended for all Categories.
- Roll over bar with at least a single hoop and two back stays recommended for all Categories and obligatory if a roof rack is fitted or spare wheels are carried on the roof.
- Fire and liquid proof bulkheads separating the passenger compartment from the engine and fuel tank.
- Up-rated brake friction material, brake hoses and pipes.
- Up-rated light bulbs.

4.2 The following equipment **IS** also required:

4.2.1 Laminated windscreen or aero-screens

4.2.2 Fire extinguisher of at least 1.75 litres or 2kg. Securely fitted and within easy reach of both occupants within the car (not in the boot).

4.2.3 Seatbelt Cutter (for all cars even if not fitted with seat belts - to assist other competitors)

4.2.4 Mud flaps fitted to rear wheel arches.

4.2.5 Warning triangle; a tow rope; high visibility jackets; spare light bulbs.

4.2.6 Comprehensive first aid kit.

4.2.7 A non-porous sheet or drip tray to contain fluid leakages from the car which should at a minimum be the width and length of the vehicle.

4.2.8 Fuel range of at least 400 kilometres or 250 miles.

5. NAVIGATION EQUIPMENT

5.1 Electronic and digital clocks and trip meters **ARE permitted**.

5.2 On events where navigation by GPS waypoints is necessary the type of GPS device specified by the Organisers **MUST** be used - This will be specified in the event regulations

5.3 Competitors are **NOT** allowed to use the functions on any devices (for example tripmeters (unless non calibrated GPS), SatNav, GPS, Smart phone applications, average speed calculators), whether fitted to the car or hand-held, which display average speed. Any devices showing digital mapping are also prohibited apart from equipment specified by the Organisers in specific Event Regulations. Penalties for incorrect use may be imposed by the Clerk of the Course when reported by a Judge of Fact.

**These Technical Regulations
may be subject to revision or amendment by Official Bulletin.**

November 2022

The ancient kingdom of Jordan is the crossroads between Asia, Europe and Africa, as well as being a crucible of culture since the palaeolithic era, and next autumn it will be the staging point for one of the most exciting adventures ever unleashed by HERO-ERA, the Badawi Trail to the Last Oasis.

The Badawi Trail (Badawi is Arabic for Desert Dweller) winds its way from Aqaba to Dubai, over 16 days of discovery this is a route that will channel your inner Bedouin, from desert floor to soaring mountains, travelling in tracks cut into the sand by pilgrims, armies, explorers and nomads, and through landscapes, that until recently, have seldom been seen by the western world. It's time to throw on your Thoab and discover the wonders of the roads that lead to Liwa.

The route will pass by these wonderful places: Aqaba, Petra, Dead Sea, Amman, Wadi Rum, Tabuk, Al Ula, Madinah, Jeddah, Taif, Al Wahbah, Riyadh, Liwa Oasis, Hameem, Al Ain, Jebel Akhdar, Sur, Muscat, Fujeirah, and finally Dubai.



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