



2011 RACE INVITATION

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1. Saharun's organiser, its office holders:

Saharun's organiser is Sahara Passage Ltd.; its operator and organising manager is Coimbra Kft., being the European representative of the rally and the organisation of the coordination of participants, media sales, sponsor coordination and rally-associated events.

Organising Office

- address: 1033 Budapest, Hévízi út 6/e., Hungary
- telephone: +36 (1) 244-8188;
- fax: +36 (1) 439-0172

1.1. Office holders, operational personnel

Rally director:	András Polgár (HU; EN; FR)
Head director:	Tamás Polgár (HU; EN)
Media executive:	Katalin Székely Nagy (HU; EN; DE; FR)
IT director:	Zoltán Siska (HU; EN; DE)
Organisation, coordination, internet:	Klementina Joó (HU; EN)
Route description, routing:	András Polgár, Tamás Polgár
Head of medical service:	Gábor Gyurkó (HU, EN)
Rally doctor:	Dr. Katalin Debreceni (HU, EN)
Organiser office manager:	Eszter Simon (HU)
GPS (Track Control - TC) sales:	Coimbra ITS Kft.

2. Rules and Regulations

The rally shall be conducted pursuant to the following rules and regulations, agreed to by all participants upon the execution of the entry form:

- official Traffic Code and the traffic laws and regulations of affected countries
- Saharun Rules of Participation and Rally

3. The location, date, route and schedule of the event

The Saharun 2011 rally shall be held between February 19, 2011 and March 5, 2011. Countries involved in the rally: Hungary, Slovenia, Italy, Tunisia

3.1. Route, distance

The organising office reserves the right to change the route announced in advance, notifying all participants of potential changes.

The rally may be entered to be fully completed (Budapest-Tunis), or only for the African leg (Tunis-Tunis).

Day	Date	Start	Finish	Distance	Comment
1	February 19, 2011	Budapest	Venice	711 km	Start Ceremony
2	February 20, 2011	Venice	Salerno	775 km	
3	February 21, 2011	Salerno	Tunis	0 km	Sea crossing
4	February 22, 2011	Tunis	Bou Salem	258 km	
5	February 23, 2011	Bou Salem	Nefta	325 km	
6	February 24, 2011	Nefta	Kebili	264 km	
7	February 25, 2011	Kebili	Ksar Ghilane	162 km	
8	February 26, 2011	Ksar Ghilane	Ksar Ghilane	165 km	Sand desert circuit race
9	February 27, 2011	Ksar Ghilane	El Borma	320 km	Sand desert
10	February 28, 2011	El Borma	Tiaret	154 km	Sand desert
11	March 01, 2011	Tiaret	Tiaret	215 km	Sand desert circuit rally



12	March 02, 2011	Wednesday	Tiaret	Tataouine	320 km	Sand desert
13	March 03, 2011	Thursday	Tataouine	Kairouan	310 km	
14	March 04, 2011	Friday	Kairouan	Tunis	180 km	Finish ceremony
Total Distance:					4 159 km	

3.2. Schedule

The organising office reserves the right to make changes; we shall notify participants of potential changes.

Event	Date
Start of entry period	July 13, 2010
End of entry period	February 4, 2011
Pre-rally administration	February 18, 2011
Start	Saturday, February 19, 2011
Start of Africa stage	Tuesday, February 22, 2011
Finish, announcement of results	Friday, March 4, 2011

3.3. Schedule of daily stages

Depending on the length and difficulty of the daily stages, a deviation from the marked schedule is possible, depending on its difficulty; the following model shows an average day. The times and dates in the daily stage shall be designated prior to the rally.

Event	Time
Distribution of the itinerary, uploading of GPS coordinates	07:30
Start	08:00
Time limit to complete stage	10 AM
Arrival at the finish without penalty	By 18:00
Submission of Race Form and Track Control data on race days	By 22:00
Submission of Race Form and Track Control data in the event of arrival at night	Next day between 06:30-07:00

4 Process and terms of entry

4.1. Entry process

A person can enter the Saharun rally in the following manner:

1. The rally may be entered by filling out the form under the "Entry" submenu under 2011 at www.saharun.org, and then transmitting the submitted data.
2. Following the transmission of the data, following the link of the registration confirmation e-mail, the registrant must log on through the registered e-mail address and an automatically generated password, and then here – on the team's own administrative interface – the additional necessary data for the entry must be provided.
3. Following the submission of the data, the web site will display the entry fee for the set category, number of drivers and entry period.
4. The entry fee must be transferred to the bank account designated on the team page. The entry becomes final by the payment of the entry fee.
5. A condition of participating in the rally is the return of the signed entry form.

4.2. Entry Conditions

At the Saharun rallies, in addition to undergoing the registration process, anyone may enter, but the organising associates and their direct relatives are not evaluated in the Race Category.

1. Written parental permission is required for race category participants under 18 years of age.

2. Without exception in the race category each and every team participant must have completed their 16th year by the Start date. Under 18 years of age written parental permission is required.
3. Without exception each and every team participant and vehicle must possess a valid entry at the time of the official administrative vehicle check-in.
4. Without exception each and every team member must possess valid travel documents necessary to cross international borders in the moment of administrative vehicle check-in, as well as insurance coverage, at least for the period of the rally, taking into account the applicable laws and regulations of affected countries.
5. Without exception the vehicles must possess a valid registration and mandatory insurance, valid in Europe, at the time of administrative vehicle check-in.
6. At least one team member must pass the Minimum Test on rally rules and regulations.
7. Each and every team participant must verify their acceptance of the Saharun terms of participation with their signature, acknowledging that he/she is participating in the rally at his/her own risk and shall not make any financial or non-financial claims versus the management team or its contracted employees, derived from any kind of injury. The participants accepts that the rally managers shall not provide any legal or any other form of representation for the participants. The participant learned, accepted and acknowledged the rules and conceded the rights, both individually and by team, to still photography, audio recordings and film to the management team over the course of the entire rally, and agrees to their publication by the management team; each and every team participant shall furthermore comply with general human norms and shall comply with official traffic laws and regulations over the course of the entire rally.

5. Categories, vehicle classes

The 2011 rally may be entered in the Race and Adventure categories; the participants shall traverse identical routes. The difference between the Race and Adventure categories is that there is no daily time limit, evaluation and announcement of results in the adventure category.

5.1. Race category

Tasks for automobile participants:

Navigation, skill and logistics race over the course of which participants may collect points by solving the following challenges:

- Geocaching challenges: the solution of the challenge must be located on the basis of coordinates or a written description
- Skill challenges: challenges that can be met by teamwork or individual effort
- Navigation and average speed challenges
- Completing daily stages within the allotted time limit

Over the course of the rally, speed and time only counts for the average speed stages and the closed circuit time trials, the race is not against time. The evaluation of the racers is performed on the basis of GPS readings, electronically, and by the evaluation of the daily race form, with a daily announcement of results.

Challenges for Motorcycle/Quad participants:

Navigation, skill and logistics race over the course of which participants can collect points by meeting the following challenges:

- Geocaching challenges (in limited quantity); the solution of the challenge must be sought on the basis of coordinates or a written description – not many
- Skills challenges (in limited quantity)
- Navigation and average speed challenges
- Completing daily stages within allotted time limits

The evaluation of the racers takes place on the basis of GPS readings, electronically, and by evaluating the daily race form. There is a daily announcement of results.

Two motorcycle/quad riders can form a team, over the course of evaluation we award individual and team performances separately.

Routes in the race category

Over the course of the Saharun the racers can choose between two possible routes. These two routes only differ from each other along the European stage, meaning that one can enter for the full or for the Africa-only route.

Administrative matters shall be conducted for those racers who only participate for the Africa stage prior to the first daily stage on the African continent. Over the course of evaluating the results we generate a combined and an African combined list.

5.2. Adventure Category

Irrespective of vehicle category, the participants get to the end-points of the daily stages with the help of orientation markers. On their way they get a sampling of the racer challenges, but they shall evaluate those themselves with an answer key. The daily stages are identical to the race stages, but there is an opportunity to take tours or to get to the evening's destination via an alternative, simplified route.

5.3. Vehicle classes in the race category

Within the race category at the rally the participants shall be evaluated on the basis of the following categories:

1. **Motorcycle/Quad**, maximum one participant/vehicle
2. **Motorcycle/Quad**, two vehicles (team)
3. **Autó 2WD**, minimum one, maximum four participants, maximum height of 2.5 metres and a maximum weight of 3499 kg
4. **Automobile 4WD - original**, minimum one, maximum four participants, height of 2.5 metres and a maximum weight of 3499 kg. Factory spec automobile with maximum remodelling under the rules
5. **Automobile 4WD - constructed**, minimum one, maximum four participants, maximum height of 2.5 m , maximum weight of 3499 kg. A constructed racecar which does not comply with the requirements of the original category and possesses a valid vehicle registration.
6. **Truck**
7. **Other vehicles:** All vehicles that cannot be included within the above categories and is suitable for moving on the road and complies with prevailing traffic safety laws and regulations.

Within the automotive category, as long as at least three of a given vehicle type (2wd, factory spec 4wd, constructed 4wd, truck, etc.) start at the rally, their performance shall be evaluated by vehicle category as well.

6. Entry Fees

The entry fees of the Saharun 2010 rally are as follows:

2WD/4WD/TRUCK		DISCOUNT PERIOD 2010.07.13 - 2010.08.31.	2010.09.01 - 2010.09.30.	2010.10.01 - 2010.12.31.	2011.01.01 - 2011.02.04.
Race Category	Vehicle Registration	900 €	1000 €	1200 €	1400 €
	Entry Fee/Person	360 €	400 €	450 €	500 €
Adventure Category	Vehicle registration	180 €	200 €	300 €	400 €
	Entry fee/person	360 €	400 €	450 €	500 €
MOTORCYCLE/QUAD		DISCOUNT PERIOD 2010.07.13 - 2010.08.31.	2010.09.01 - 2010.09.30.	2010.10.01 - 2010.12.31.	2011.01.01 - 2011.02.04.
Race Category	Vehicle Registration	240 €	300 €	400 €	500 €
	Entry Fee/Person	360 €	400 €	450 €	500 €
Adventure Category	Vehicle Registration	40 €	50 €	100 €	150 €
	Entry Fee/Person	360 €	400 €	450 €	500 €

In the event of a sale and purchase, irrespective of category, the payment of the mandatory administrative fee must be made to the management office:

Vehicle registration fee: EUR 100/vehicle

Individual entry fee: EUR 40/person

Only 50 teams may enter in each category. The entries become final in the order payment is made. In the event that the countries hosting the event raise the number of accepted vehicles/persons, the organisers may then make a decision concerning the raising of the quota.

7. Awards

Each and every participant concluding the rally shall receive the official plaque of Saharun for the given year when they reach the finish line. The management office shall award a cup to the top finishers of each category and vehicle class within the framework of the official announcement of results which shall be held at the finish line, pursuant to the following conditions:

Race category award recipients:

Combined	1-3 top finisher
Combined – African route	1-3 top finisher
Motorcycle, Quad individual	1-3 top finisher
Motorcycle, Quad team	1-3 top finisher
Automobile 2WD	1-3 top finisher
Automobile 4WD original	1-3 top finisher
Automobile 4WD constructed ¹	1-3 top finisher
Truck AWD	1-3 top finisher

In addition to the above listed awards the organisers shall award plaques for outstanding charitable acts over the course of the rally and shall also give out a Fair Play Award.

8. Identifiers, mandatory advertising surfaces

Over the course of the Saharun, both the participants and the vehicles are equipped with identifiers that must be maintained in the locations defined in the rules; they must be preserved during the entire rally period. Injury to or destruction of the identifiers must be reported immediately; the organisers shall see to their replacement. In the event of participation without identifiers, the organiser retains the right to refuse the entry of the team and its members for future rallies.

8.1. Participant Identifiers

The color codes of the armbands that are used and their associated groups are as follows:

Race category entrants

Pilot	Blue
Navigator	Green
Escorts	White
One-person teams (motorcycle, quad, automobile, other)	Green
Adventure category entrants	Yellow
Organisers, race umpires	Magenta
Medical Emergency Service	Piros
Media	Cyan

The following information may be found on the armbands:

Start number/serial number
Emergency telephone number

8.2. Vehicle identifiers

Depending on the vehicle type, the participants must ensure space for 3-4 vehicle identifiers under all circumstances, which shall contain a portion of the mandatory advertising space as well.

The format of the vehicle identifiers is shown under figure 1. The vehicle identifier must be placed on the side of the vehicle in such a way that its arched portion shall be positioned forward, in the direction the vehicle is moving.

The start number and the mandatory advertising surface are inseparable, separating them is explicitly prohibited!

¹ Épített autónak minősül: (meghatározás később)

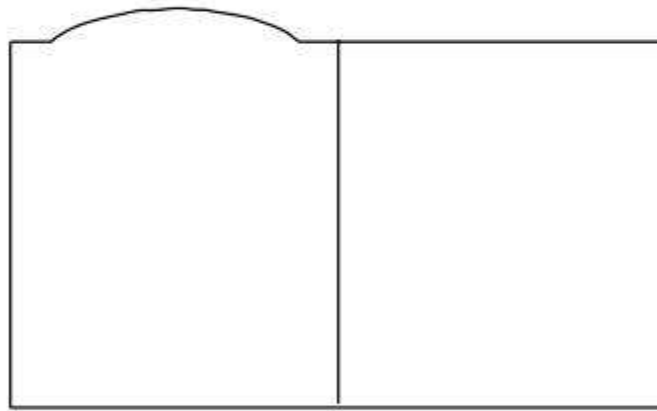


Figure 1.
Outline of Vehicle Identifier

The placement and size of the vehicle identifiers:

- Motorcycle, sidecar motorcycle: Three qty 250 mm × 152 mm start number which contains a portion of the mandatory advertising spaces, on two sides of the motorcycle, and in the space visible at front. See Figure 2.
- Quad: Three qty 250 mm × 152 mm start number which contains a portion of the mandatory advertising spaces, on two sides and the rear of the quad, placed in a clearly visible location pursuant to the given figures. See Figure 2.
- Automobile: Two qty 800 mm × 485 mm start numbers on both sides of the car, on or over the front door and 1 qty 250 mm × 152 mm on the rear which contains a portion of the mandatory advertising surfaces and is placed in a clearly visible location. See Figure 2.
- Truck: Two qty 800 mm × 485 mm start numbers on both sides of the truck cabin, on the doors or over them, one size 800 mm × 485 mm in the rear and front which contains a portion of the mandatory advertising surfaces in a clearly visible location. See Figure 2.
- Other Vehicle: Two qty 800 mm × 485 mm start numbers on the side of the cabin of the other type vehicle, preferably on the doors or over them, or, depending on the size of the vehicle, one qty 250 mm × 152 mm or 800 mm × 485 mm on the rear and front which contains a portion of the mandatory advertising spaces, in a clearly visible location. See Figure 2.

Start Number Ranges

The start numbers, designations and number ranges can be used to identify the following groups:

Race Category	001-199
Adventure Category	001-199 (színbeli eltérés a Versenykategóriához képest)
Rally Director	RD (Run Director)
Chief Organizer	CO (Chief Organizer)
Rally Organizer vehicles	RC1-RC99 (Race Control)
Medical Service	M1-M99 (Medical)
Press	P1-P99 (Press)
Charitable Partners	CH1-CH99

8.3. Advertising Surfaces

The participants may freely place advertisements on the chassis of their vehicles, with the following caveats:

- The finisher advertisements/logos may not inhibit frontal or sideways visibility and may not violate general morals or generally applicable human norms, respecting the civil and religious laws and regulations of the affected countries.
- May not place their own advertisements in such a way so as to cover the official identifiers and the mandatory advertisements.

Mandatory advertising surfaces in addition to the vehicle identifiers:

- Motorcycle, Motorcycle sidecar: One qty 3x20cm logo on the racer's helmet
- Automobile: Two qty 10x25 cm stickers on the upper portion of the front windshield, on the right and the left. See Figure 3.
- Truck, Other Vehicle: Two qty 10x25 cm sticker in the upper portion of the front windshield, on the right and the left. See Figure 3.

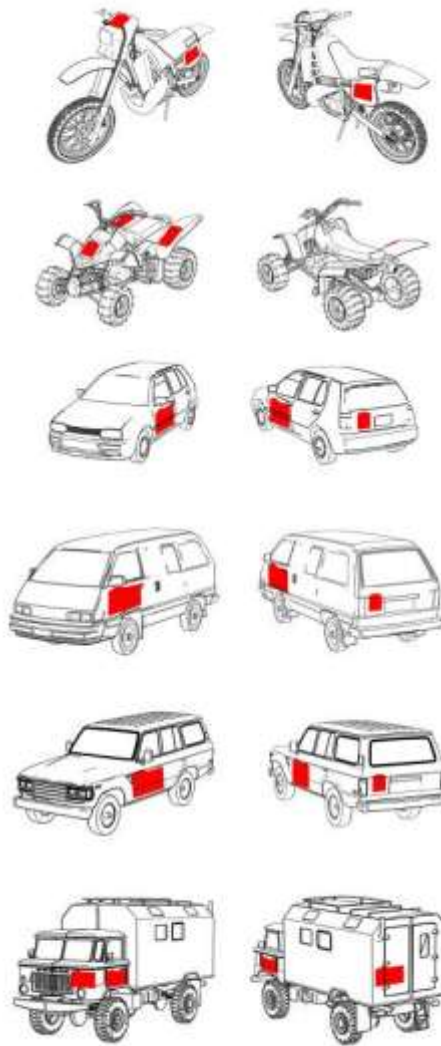


Figure 2.
Placement of mandatory identifiers



Figure 3.
Placement of other mandatory advertising surfaces

ATTENTION! Deviation from the mandatory advertising surfaces is not possible!

9. Pre-rally administrative vehicle check-in and traffic safety inspection

The administrative vehicle check-in and orientation shall be performed on the day preceding the Start; the organisers shall notify participants of the precise schedule and location of this event by newsletter. Over the course of administration the Organisers verify the existence of the necessary participant documentation (vehicle registration, insurance, license, passport) and their validity and also issue the necessary identifiers and itineraries, and then inform the teams concerning important rally-related information within the framework of an orientation session. The team captain must sign the traffic safety declaration which certifies that the vehicle is suitable for participation in the rally. Over the course of administration

one of the team members must pass a test on the rules of participation. At the end of administration the teams can take possession of the mandatory rally identifiers and take their place at the start location.

10. GPS

Every team in the rally must possess a tracking-capable GPS navigation system. Based on previous experience the organizers recommend the use of equipment manufactured by GARMIN. The organisers agree to upload the daily coordinates to GARMIN equipment prior to the daily stages.

Over the course of the rally, in the adventure category, the employment of the GPS tracking function is mandatory in the adventure category. In the event that the participants do not use GARMIN equipment, they must provide technical equipment which can ensure tracking.

In the interest of compliance with speed limits, the teams must in all cases take into consideration their own GPS speed data. The vehicle's own speedometer cannot be accepted over the course of the rally, in the event of disputes it cannot be referenced.

11. Track Control (TC)

The monitoring of the race category participants shall be conducted via TC equipment. TC records data with the aid of the GPS system, with great precision, every 2 seconds, recording the position and speed of the vehicle. Over the course of the rally the organisers shall not take into consideration any other (analogue or any other route recording or speed recording (e.g. the vehicle's speedometer or location equipment) device data.

The Organisers shall place the box and antenna required for the installation of the TC equipment prior to the start of the rally, simultaneously activating the TC in the vehicles. The entry fee includes the rental fee of 1 qty TC equipment, but the safety deposit defined in the rental agreement (net EUR 100) must be paid by the teams prior to the Start over the course of administration, at the time of equipment's installation, in cash, which shall be returned in cash when the undamaged equipment is returned at the finish line. The participants are entitled to request one TC in addition to the equipment included in the entry fee, paying the defined rental fee and security deposit in the rental agreement.

It is the participant's responsibility to operate the TC equipment over the course of the entire rally.

12. Itinerary and race form

12.1. Itinerary

At the start of the rally, or over the course of the mandatory orientation session preceding the daily stages, the teams - irrespective of the team category - receive an itinerary, containing the following:

- Important information associated with daily stages (time limit, distance, target coordinate, etc.)
- Mandatory daily schedule
- The GPS coordinates of challenge and orientation locations
- The description and questions of the challenges
- Partially, but not completely, the precise descriptions of zones subject to speed limits or other hazardous zones.

Once the participants received the itinerary attached to the daily stage, they cannot leave the start location until the time of the start; violation of this provision shall result in the exclusion of the team from the rally.

The coordinate format given in the itinerary (latitude/longitude): HDDD°mm,mmm' (e.g. Management Office: N047°32,929' E019°02,064')

12.2. Race Form

In the race category, to record the solution of the challenges, the organisers provide a race form which is distributed over the course of the Start of the daily stages. There is no opportunity to obtain the race form late. In the event the form is damaged or lost, the team's daily performance cannot be evaluated.

The race forms must be submitted at the day's finish when arriving. Only the submission of stamped, official race forms is possible; photocopied race forms and other, paper-based or notebook based solutions are invalid from an evaluation perspective.

12.2. Intellectual Property

The Itinerary and the Race Form is the intellectual property of the Organiser, thus it is strictly prohibited to make a copy thereof or to convey it to a person who is not a rally entrant, or to publish it; violation of this restriction results in legal consequences in addition to being excluded from the rally.

13. The role of time and speed at the Saharun, point deductions

There is a daily time limit defined for the rally. This is the time limit defined for participants by the organisers in advance. It is within this time limit that they have to perform the daily stages without the teams in the race category drawing a point deduction. The time limit is contained by the itinerary to be conveyed to each participating team. Attention! All of the coordinates given by the organisers cannot be approached within the time limit while complying with traffic laws, therefore it is important to formulate appropriate strategy prior to the start. Attention! The organisers levy exceptional penalties for speeding! The time limit shall be calculated from the moment of crossing the starting line.

13.1. Point Deductions associated with the Time Limit

In the Race Category, after the time limit provided in the itinerary, arrivals within a one hour window receive 80% of their point total earned for the day; teams arriving at the finish line more than one hour late shall receive 50% of the daily points. In the daily evaluation only the results of racers who have arrived under the time-limit plus 1 hour are listed. The daily race forms may only be submitted by one hour prior to the start of the following day; race forms submitted thereafter and TC results are not evaluated. The organisers do not evaluate the results of that day for teams who arrive more than one hour after the time limit of the last daily stage.

The start and arrival times of the participating teams shall be recorded on the race form, but in the event there is a dispute, the TC recorded times shall govern.

In the event that over the course of the rally two more more teams earned identical point totals for solving challenges, the day's ranking shall be determined on the basis of the evaluation of the daily stage's time results.

13.2. The role of time in the case of a closed circuit special stage.

Over the course of the rally the organisers can decide to hold a closed circuit special stage for which only the time period of the performance of the stage matters; the organisers shall notify racers of these stages in advance. The organisers shall verify the performance of these stages by stopwatch, and depending on the difficulty level of the stage and the number of participants, they shall evaluate it in a pre-announced manner over the course of the pre-rally orientation.

13.3. Point Deductions

Over the course of the rally, in the event that the rules are not complied with, the organisers shall penalize the participating teams, depending on the extent and manner of the rule violation, subtracting points or mandating exclusion, On the basis of the following penalty provisions:

Subject Matter of the Penalty	Sanction
Participation in the rally without an identifier	Exclusion and ban from further events
Failure to render assistance in the case of an accident (serious personal injury)	Ban, criminal complaint
Failure to use a helmet	20 point deduction/occasion
Deviation from the mandatory identifiers and advertising surfaces	Ban
Damaging, modifying, destroying or repositioning a challenge	Ban
Drunk driving	Ban
Failure to use fog lights under the rules	10 point deduction/occasion
Exceeding allotted speed limit by more than 20 km/hour (speeding)	10 point deduction
Exceeding allotted speed limit by at least 20 km, at most 40 km/hour (speeding)	20 point deduction
Exceeding maximum speed by more than 40 km/h (speeding)	Ban
Employment of non-regulation attire by motorcycle riding participants	Ban
Failure to reach navigation location	As defined in the daily race form
Leaving the start location with the vehicle prior to the time of the start	Ban
Intentionally damaging the TC or sabotaging its function	Ban
Accepting help from a team that was banned from solving the challenges	Ban
Prohibited cooperation by and between the teams	Ban

14. Performing the daily stages, finish

The daily stage is completed by crossing the finish line. Upon getting to the finish line the race category teams must submit the race form for the daily stage and the TC; the adventure category entrants must submit the tracking data recorded by the GPS for the daily stage. In the race category, the daily stage can be considered completed if the team submits both the race form and the TC data to the organisers upon arrival at the finish.

15. Evaluation

Each and every participant who completes the rally receives the certificate and plaque that is awarded for completing the rally. Over the course of the rally the organisers only evaluate the challenge solving performance of those who have entered in the Race Category, on the basis of the race forms and TC results submitted by the teams over the course of the rally. The team's daily results is derived from the point total of the challenges solved on the race forms, the point total derived from the challenges as shown by the TC data, and the point deductions that can be verified on the basis of the TC and moving violations. Over the course of the rally the organisers shall publish the non-official results of the daily stages (prior to the adjudication of any appeals) at the orientation sessions preceding the start of the next day's stages. Over the course of the rally the point totals earned during the daily stage and the combined point deductions shall combine for the final result. On the last day of the rally, following the announcement of the daily results, the organisers shall announce a non-official final result. It is following this announcement that they shall adjudicate the appeals handed in during the appeals period, after which they shall announce the final result.

16. Appeal

In the Race Category the team captain of each participating team (or its representative, authorised by written power of attorney if the team captain is inhibited from carrying out his/her duties) has an opportunity to file an appeal to the organisers on behalf of their team. The appeal must be in writing and an appeal fee must be paid. The Appeals Fee and the rules associated with the appeal are contained by the Rules of Participation for the Rally.

17. Vehicle Replacement, Transfer to another Team

Over the course of the Rally the participants of Saharun may change vehicle if their vehicle becomes inoperable, with the caveat that the new vehicle must also comply with the provisions of the rules. In the event of a vehicle replacement the organisers must be notified of the replacement and new vehicle identifiers must be applied for.

In the Race Category, in the event that the vehicle of one team becomes inoperable, the members of the team may sit in the vehicle of another racing team, as passengers (in the event that the finish of the daily stage is not in an inhabited area, until the nearest inhabited settlement) but on subsequent days they can only continue on their way with their own repaired or replacement vehicle or with adventure category participants.

18. Accident

The Saharun is dangerous business. The organisers specifically request everyone to exert their best effort to avoid accidents with deliberate and defensive behaviour over the complete duration of the rally. It is the duty of each and every participant - as well as being in his/her interest - to protect their own, their team and all participants' bodily integrity.

Over the course of the rally the detailed description of personnel and authorities to be notified in the event of personal injury from an accident is contained by the Rally Rules.

In the event of an accident, teams present at the scene of the accident have an obligation to render assistance and emergency aid; in the event that their failure to do so is verified, the organisers shall ban that team from the rally and commence legal action against the team for failure to render assistance.

In the case of accident the organisation of the transportation of the damaged vehicle or wreck is the obligation of the team which suffered the accident.

19. Causing Damage, Aggressive Behaviour

It is prohibited to cause the occurrence of any substantive damage, injury to person or property. The organiser of the rally cannot accept responsibility for any financial or non-financial damage caused by the participants, under any circumstances. Participants, by signing the entry form, acknowledge being bound by this provision! In the event that the organisers have become aware of any damage causing activity, they shall ban the affected team from the rally and demand damage compensation; in the event that payment is not made, they shall take necessary legal action.

Aggressive and offensive behaviour is not permitted under any circumstances. By unanimous consent, the organisers may penalize it by the deduction of 50 points; in the case of repeat transgressions, or in serious cases, the perpetrator may be banned as well.

20. Copyright

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