



***Al-Hussein Rumman Hill Climb
24-August-2007***

VISA No.: HC02/07- Date 10/01/2007

STANDARD SUPPLEMENTARY REGULATIONS



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I - PROGRAM

Tuesday	24/7	10:00:	Entries open.
Sunday	19/8	18:00:	Entries close.
		19:00:	Publication of the Entry List on the Official Notice Board.
Tuesday	21 /8	11:00 - 19:00:	Free Practice Run (Local Entrants).
Wednesday	22 /8	11:00 - 19:00:	Free Practice Run (All Entrants).
Thursday	23/8	08:00 - 13:00:	Free Practice Run (Foreign Entrants)

All Cars Must Pass Safety Scrutineering before they can be allowed to practice. A Scrutineer will be on site to do the proper checks. Safety requirements are the same for practice and race. The requirements apply for car, driver and co-driver (during practice).

Thursday	23 / 8	14:00 - 18:00:	Administrative Checks and Scrutineering at KIA Service Center – National Arab Motors / Wadi Al- Seer Industrial Area. Issuing of Competition Number Plates.
Thursday	23 / 8	19:30: 20:30:	First Stewards Meeting at RACJ. Publication of the List of Eligible Starters and their Classification.
Friday	24 / 8	07:00 - 09:00:	Cars entry to Service Area.
		09:30:	Latest time for Vehicles to enter Parc Ferme.
		09:40:	Compulsory General Briefing for all Competitors at Control Tower.
		10:00:	First Round.
		13:00 (approx.):	Second Round.
		15:30 (approx.):	Third Round (Best ten).
		17:30:	Stewards Second Meeting at Site. Publication of the Provisional Final Results at Site.
		17:30 – 18:00:	Protest Time.
		18:00:	Publication of Final Official Results.
		21:00:	Prize Giving and Award Ceremony (venue to be announced).
Sunday	26/ 8	18:00:	Closing Time for Appeals.

II - ORGANIZATION**Article 1 – Definition**

Jordan Motor Sport will organize Al-Hussein Rumman Hill Climb.

The Hill Climb will be run in compliance with the International Sporting Code (and its appendices), the F.I.A. International Hill Climb Challenge Standard Regulations, the Provisions of the National Sporting Regulations that comply with the F.I.A. Regulations, these Regulations and any Bulletins that will be issued by the Race Director or the Panel of Stewards.

1.1 - Definition of the Event

Name of the Event:	Al-Hussein Rumman Hill Climb
Name of the National Sporting Authority:	Jordan Motor Sport
ASN visa N°:	HC02/07
Issued on:	(January 10 th 2007)

Chief Marshal: Samer Aklouk.

Start Official: Asem Qunaibi.

Service Area Manager: Issa Khair.

Parc Ferme – Service Area Timing Official: George Barhoumeh.

Administrative & Governmental Relations: Ihab Bate'.

ASN Scrutineers: Basem Tarazi, Fariz Nabulsi.

Scrutineers: Omar Allaghah (Syr), Raffi Khederlian (RL).

Assistant Scrutineers: Nasser Qaddoumi, Wasim Al-Aqraa, Ahmed Hawamdeh.

Time Keepers: Jacoub Tabetlo, George Tabetlo.

Competitors' Relations Officers: Ata Hmoud, Asem Aref.

Press Officers: David Williams. Tania Shleef

Chief Medical Officer: Dr. Nael Albath.

Results Officer: Costa Akkawi.

Track Supervisor: Mohamad Askalan.

Equipment and Supplies Officer: Mohammed Daboubi.

Secretary to the Stewards: Luma Khrisheh.

III - GENERAL CONDITIONS

Article 2 - Eligibility

2.1 - This Hill Climb counts for the following Champions titles:

- ❖ The Middle East Hill Climb Challenge.
- ❖ The Middle East Hill Climb Challenge Trophy for Group N.
- ❖ The Middle East Hill Climb Challenge Trophy for Group A
- ❖ The Middle East Hill Climb Challenge Trophy for Rear Wheel Drive Category.
- ❖ The Middle East Hill Climb Challenge Trophy for Front Wheel Drive Category.

2.2 - This Hill Climb will be run according to the following:

- a) Total distance: 3.00kms.
- b) Minimal slope average: 5%
(Each competitor must complete at least one round).

Article 3 – Eligible Vehicles

Standard Category – M1 (Group 1 – Standard Cars)

- 1- Standard production cars.
- 2- Turbo- Supercharged standard production cars with a restrictor up to 38mm, not homologated for competition with standard nonprogrammable Electronic Control Unit.
 - C1 - up to 1600 cc
 - C2 - >1600cc up to 2000cc
 - C3 - >2000cc up to 3000cc
 - C4 - >3000cc

Allowable Modifications:

- 1- Free flow exhausts system.
- 2- Free material type brake pads.
- 3- Front seats must be replaced by sports, racing bucket seats FIA homologated.
- 4- Original seat belts must be replaced by an approved type from a recognized manufacturer provided the mountings comply with FIA regulations.
- 5- Slick Tyres.
- 6- Free flow air filter.
- 7- Stiffer heavy-duty springs and dampers provided they do not change the original ride height of the vehicle.
- 8- Engine transplant, provided the installed engine comes as standard in the same series model or chassis type, in the same location, using original mountings, but without any modifications of any type except those permitted in the regulations of the group.

Modified Category – M2 (Group 2 – Modified Cars)

All modifications allowed in the Standard group plus the following:

- 1- Homologated Group N Rally-Cars naturally aspirated
- 2- Homologated Group N Rally-Cars Turbo- Supercharged with a restrictor up to 38mm.
- 3- Modified normally aspirated standard production cars
- 4- Modified Turbo-Supercharged standard production cars with a restrictor up to 38mm, not homologated for competition, but with modifications exceeding those permitted in the regulations of group S.
 - C5 - up to 1600 cc
 - C6 - >1600cc up to 2000cc
 - C7 - >2000cc up to 3000cc
 - C8 - >3000cc

Allowable Modifications:

- 1- Homologated Group N modifications as in homologation papers.
- 2- Modified standard production cars with modifications that exceed those allowed in group S.

Super Modified Category – M3 (Group 3 – Super Modified Cars)

- 1- Homologated Group A Rally-Cars naturally aspirated
- 2- Homologated Group A Rally-Cars Turbo- supercharged with a restrictor up to 38mm.
- 3- Super Modified cars, with modifications exceeding those allowed in the Modified group
 - C9 - up to 1600 cc
 - C10 - >1600cc up to 2000cc
 - C11 - >2000cc up to 3000cc
 - C12 - >3000cc

Special Category 1– M4 (Group 4 – Specially Prepared Competition Cars)**Special Competition Prepared Cars and Prototype Cars.**

- 1- Cars with engine transplant that does not fit the description applicable to S, M, and subject to these cars passing Scrutineering checks with regard to safety and sound engineering principles.
- 2- Specially built hill-climb-racing cars, specialist cars, and Prototype cars, not mass-produced, i.e. built in small numbers (< 2500 cars annually and serially).
- 3- Cars that are built partly or fully from fiber glass or plastic according to appendix J of the FIA sporting code, unless it was mentioned in that code plastic glass are allowed only for the rear windows.
- 4- Cars fitted partially or completely with any type of composite bodywork replacing the original, (e.g. GRP, CFRP etc.), except if the parts are homologated.

Note:

All the above cars if Turbo- supercharged must have a restrictor up to 38mm.

C13 - up to and including 2000cc

C14- >2000 and up to and including 3000cc

C15 - >3000

Note:

- 1- The FIA Sporting Code appendix J must be applied for the fitting of all turbo restrictors.
- 2- The windscreen and the Driver's window must be made from securite or laminated glass only.
- 3- Any car that does not fit any of the above classes and modified in a manner, considered by the Scrutineers, to give extra performance advantage to the vehicle, and is not stated in the group regulations, will be classified at the recommendation of the Scrutineers, with consultation with the Clerk of the Course and the approval of the Panel of Stewards.
- 4- If more than two cars do not populate a class, they will be moved into competitive classes at the recommendation of the Scrutineers, with consultation with the Clerk of the Course and the approval of the Panel of Stewards.
- 5- All cars must be equipped with a roll cage.
- 6- There will be no change of car classes after posting the list of eligible starters. The Panel of Stewards may approve any change upon the advice of the Clerk of the Course and the recommendation of the Scrutineers.

Article 4 – Consent, Entrants and Drivers

- 4.1 - Any person or legal entity holding a competitor's licence valid for the current year by the ASN is accepted and eligibly recognized.
- 4.2 - Drivers must also be in possession of a current driving licence and a competition licence valid for the current year.
- 4.3 - Foreign competitors and drivers must be in possession of written authorization to take part in the Event from the ASN, which issued them with their licence(s).

Article 5 – Safety Measures

- 5.1 - The safety equipment of all vehicles must comply with the FIA International Sporting Code, Appendix J and H, for the year 2007.
- 5.2 - Any vehicle with insufficient safety features or not complying with the Regulations in force shall not be admitted to or shall be excluded from the Event.
- 5.3 - The wearing of a homologated safety belt and a crash helmet complying with the standards approved by the FIA is obligatory during the practice heats and the race.
- 5.4 - Drivers are strictly obliged to wear a homologated fire-resistant overalls (including a mask or balaclava, gloves, boots, underwear) complying with the current FIA standard during the practice heats and the race.
- 5.5 – Drivers seat must be FIA homologated racing seat.
- 5.6 - The installation of the following elements vehicles must comply with the FIA International Sporting Code, Appendix J, for the year 2007:
 - a) Fuel piping, pumps tanks and filters.
 - b) Braking system, brakes security.
 - c) Supplementary fixations.
 - d) Extra tools fixations.
 - e) Safety Belt (homologated).

- f) Fire wall separation.
- g) Manual extinguisher.
- h) Roll cage.
- i) Rear view mirrors.
- j) Towing eye.
- k) Battery fixation.
- l) Seats fixation (homologated).
- m) Driver's equipment.

Article 6 – Entry Form - Entries

6.1 - Any person who wishes to participate in Al-Hussein Rumman Hill Climb 2007 has to send his (her) participation to the Secretariat of the Event accompanied with Entry Fees.

Jordan Motor Sport
P.O.Box 143222
Bayader Wadi Seer
Amman 11814 Jordan
Tel. + 962 6 5850626
Fax + 962 6 5885999
Email: info@jordan-motorsport.com

6.2 - No amendments may be made to the entry form, except in the cases provided for in the present Regulations.

6.3 - Should it turn out, at the time of Pre -Race Scrutineering, that a vehicle does not correspond in its presentation to the group in which it was entered, this vehicle may, upon the proposal of the Scrutineers, be transferred by the Panel of the Stewards of the Meeting to a different group or be refused definitively.

6.4 - By the very fact of signing the entry form, the competitor, as well as all the crew members submit themselves to the sporting jurisdictions specified in the International Sporting Code and the Prescriptions of the present Regulations only.

6.5 - The Organizing Committee reserves the right:

- a) To refuse any entry in accordance with Article 74 of the FIA International Sporting Code (ISC).
- b) To cancel the Event if the number of the competitors is less than 25 cars.
- c) A minimum number of **THREE (3)** starters per class are admitted. Should this number not be attained, the competitors in the class concerned will be moved to the appropriate class as mentioned in article 3 above.

6.6 - By the very fact of his registration, each Entrant undertakes himself as well as his Driver to be acquainted with and to accept the Event Regulations and accept the decisions of the Organizer as well as the Officials (subject to the right of Protest and Appeal).

6.7 - Double starts (1 driver for 2 vehicles or 1 vehicle for 2 drivers) are not authorized.

6.8 - In case of an accident, the Competitor and the co-driver (during Practice) exclude any responsibility of Organizer and Officials of the Event and pledge to renounce any complaint against them.

6.9 - Cancellation of the Event

In case of force majeure, or for reasons of security, according to Article 60 of the International Sporting Code, the Organizer will not be held responsible other than the obligation to return the entry fees.

6.10 - The maximum number of Entrants is limited to 45 cars.

6.11 - The Entry List will be published according to the program.

Article 7 – Entry Fees

7.1 – The entry fees are fixed thus to:

- a) USD 200 or the equivalent in local currency for competitors, persons and/or legal entity that accepts the optional advertising proposed by the organizer. Incl. Tax.
- b) Without the optional advertising, the entry fees will be USD 400 (double entry fees) or the equivalent in local currency.
- c) Entry fees will be returned to the competitor after his actual start (only entry fees).
- d) An Official Bulletin will be issued listing the optional advertising and will be distributed during the Administrative checks.

7.2 - The entry form must be accompanied by the appropriate entry fee and complete with:

- a) Entries shall be made using the official entry form only.
- b) In the case of foreign entries the ASN of the entrant shall approve the entry by stamping the entry form or supplying a letter of authority or signifying its approval by a statement on the entrant's competition license.

7.3 - The entry shall only be accepted if:

- a) The official entry form is completely filled with full details concerning Driver and car.
- b) The appropriate entry fee or a receipt accompanies it from the Entrants ASN confirming that the appropriate fee has been paid.
- c) A photocopy of the 1st page of the vehicle homologation (if applicable).

7.4 - Entry fees will be refunded in full:

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

No reimbursements will be made except for the above mentioned.

Article 8 –Insurance

1. Medical Insurance

- a) All Drivers must have a valid medical insurance for the country of the Event (Jordan) and for the duration of the Event including any injuries related to their participation. The Organizer shall take no responsibility of any illness or injuries.
- b) If the Driver doesn't carry the insurance, the Organizer will insure him or her with a fee of USD 60 or the equivalent in local currency.
- c) The insurance cover will come into effect at the start of the Event and will cease at the finish or at the moment of retirement, disqualification or exclusion.

2. Third Party Insurance

- a) All competitors' vehicles must be in possession of third party property insurance.
- b) In case of car breakdown during the race, the Organizer are responsible for transporting the car to the Service Area.
- c) In case of car breakdown outside the track, the competitors bear the transportation and/or towing fees.

Article 9 – Reservations, Official Text

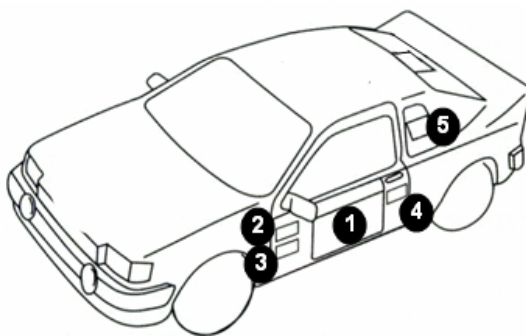
- a) The Organizer reserves the right to add to these Regulations or to issue additional conditions or instructions, which will form an integral part of them. Also, reserves the right to cancel or stop the Event in the case of insufficient participation, force majors or unforeseeable Events, without being under any obligation whatsoever to provide compensation.
- b) Participants shall be informed of any amendments or additional conditions as soon as possible via dated and numbered Bulletins, which shall be posted on the Official Notice Board.
- c) Bulletins issued by the Organizer will be sent to the other ASNs.
- d) The Stewards of the meeting shall decide any cases not provided for in the Regulations.
- d) In case of contestation of the interpretation of the present Regulations, only the English text will be binding.

IV - OBLIGATIONS OF THE PARTICIPANTS

Article 10 – Participants' Duties

- 10.1 - The Organizer shall provide each participant with two (2) sets of start numbers, which shall be clearly displayed on both sides of the vehicle throughout the duration of the Event.
- 10.2 - The name of the Driver, his or her national flag as well as their blood type of a height of 40 to 50mm, must appear on both sides of the front wings or rear windows of the vehicle.
- 10.3 - The participants can on no account make any modification(s) to the shape, the dimension or the contents of these sets of numbers under pain of exclusion
- 10.4 - The Organizer shall be responsible for allocating the start numbers.
- 10.5 - At the end of the Event, before leaving the Parc Fermé or the paddock, the vehicles number plates must be removed. An official will be monitoring the exit and any car leaving without removing the number plates will be reported and penalized up to the discretion of the Panel of Stewards, unless a written permission is obtained from the Organizer.

Article 11 – Advertising and Identification Numbers



- Plate 1** Number Plates (Front Doors).
Plate 1 is mandatory.
Plate 2,3,4,5 Organizer optional advertising.

- 11.1 - The competitors are allowed to deal directly and freely with the advertiser. Their mutual commitments should conform to the sporting codes and these regulations.
- 11.2 - The advertisement is authorized on the clothes of the drivers on the conditions foreseen in 11.1

- 11.3 - The used places for that purpose are free with the exception of those reserved for the competition numbers, the logo of the Challenge as well as that of the Organizer and the areas allocated for the optional advertising.
- 11.4 - Competitors are allowed to affix any kind of advertising to their vehicles, provided that:
- It is authorized by the FIA regulations.
 - It is not likely to give offence.
 - It does not encroach upon the spaces defined below reserved for plates, race numbers.
 - It does not interfere with the driver's vision through the windows.

Article 12 - Track Behaviour and Flag Signals

- 12.1 - It is strictly forbidden to drive a vehicle across or in the opposite direction to the direction of the race, unless instructed to do so by the marshals or the Clerk of the Course. Any breach of this regulation shall result in exclusion.
- 12.2 - If a Driver is obliged to stop his heat owing to mechanical failure or other problems, he must immediately park his vehicle away from the track and stay with it, and obey any instructions given by the marshals.
- 12.3 - The following flag signals will be used during practice and the race, and must be strictly observed:
- | | |
|-------------------|---|
| d) Start flag | National flag |
| e) Red flag | Stop immediately and definitively. |
| f) Chequered flag | End of the round (finish line). |

RED Flags will be used at ALPHA, BRAVO CHARLIE and DELTA Safety points.

V - RUNNING OF THE EVENT

Article 13 - Practice

- 13.1 - Official practice shall take place in accordance with the timetable above.
- 13.2 - If a second driver was accompanied in the car during practice, Articles (16.1) and (16.2) will apply to both drivers.

Article 14 – Arriving at the Start Line

- 14.1 - The drivers and their vehicles should be present in the Parc Ferme minimum 30 minutes before the start of the Event and to be at the disposal of the Clerk of the Course.
- 14.2 - The drivers will be held responsible of a possible disregard of any announced changes in the schedule, which could be decided before the start and published during the compulsory briefing. Penalty will be imposed at the discretion of the Panel of Stewards.
- 14.3 - The drivers and their vehicles should be present in their starting order before ten (10) minutes of their individual round at the pre start holding area. Any breach of this rule will result in the competitor forfeiting the run.

Article 15 - Start, Finish and Timekeeping

- 15.1 - The start will take place individually for each driver with the vehicle stationary and the engine running.
- 15.2 - The Stewards of the meeting and/or the Clerk of the Course are free to modify the starting order according to circumstances.
- 15.3 - No vehicle may take the start outside its own Group unless expressly authorized to do so by the Clerk of the Course.
- 15.4 - Any vehicle which has triggered the timing apparatus shall be considered as having started, and shall not be granted a second start.
- 15.5 - Any refusal or delay in starting shall result in exclusion.
- 15.6 - The finish shall be a flying finish. The round ends when the vehicle crosses the finish line; as soon as this is done, the vehicle **must** reduce speed drastically and immediately drive to the service park.
- 15.7 - Timing shall be carried out using photoelectric cells accurate to at least 1/100 of a second.
- 15.8 - Any vehicle that cannot start in 20 sec. after the order to start from the marshal in charge will be penalized at the discretion of the Panel of Stewards.

Article 16 – The Race

- 16.1 - All drivers during the practices as well as the rounds should abide by all Regulations indicated in Appendix H of the International Sporting Code and the decisions taken by the Clerk of the Course. Any breach of the rules reported to the Clerk of the Course with his recommendation and approval by the Panel of Stewards could result in the competitor being excluded from the Event.
- 16.2 - During the Event and practice, competitors must wear their crash helmets, fire-resistant overalls (including mask or balaclava, shoes, underwear and gloves) and fasten seat belts. If not they will be shall be liable to a penalty, which may go as far as exclusion, at the discretion of the Stewards.
- 16.3 - During the Event, the driver must be alone in the car.
- 16.4 - Cars will be called to the start area according to grouping prepared by the organizer. If a driver was not ready to join his group, he will loose this run.
- 16.5 - Only competitors and service people (wearing badges) are allowed in the Service Area the Event.
- 16.6 - Same car must be used for all runs and practice.
- 16.7 - Competitors only are allowed to repair their competing vehicles during their runs.
- 16.8 - A general briefing will be held at Control Tower as indicated in the Program above. The presence of all drivers is compulsory. Those who do not attend will be penalized up to the discretion of the Panel of Stewards.
- 16.9 - No service of any kind is allowed in the Parc Ferme and the Pre-Start Holding area before driving to the start area.
- 16.10 - Vehicles, which have broken down along the course, may only be towed away by order of the Clerk of the Course and after the finish of the round.

- 16.11 - A third round will be held for competitors who achieved the ten best times, one more competitor from each country other than Jordan who achieved the best times in their nationality (if not already in the best ten) will be given the chance to compete in the third round. Also the best time achieved by a lady (if three started the Race) will also have the chance to compete in the third round.
- 16.12 - Tyre Warming is permitted on the condition that the Driver equipment and two badge holders (Tyre warming crew) are stationed in the start area before the first run until the end of the Race, provided a written request is submitted to the Organizer at Documentation.
- 16.13 - Competitors who do not have tyre warmers are allowed to warm the tyres three times 30 meters before the start line.

VI - ADMINISTRATIVE CHECKS AND SCRUTINEERING

Article 17 – Administrative Checks

- 17.1 - All competitors and drivers taking part in the Hill Climb must report to administrative checks in person or by a representative with a written authorization on the condition that the entry form is completely filled and already signed.
- 17.2 - The administrative checks will consist of checking the following:
- Control of the registration and the characteristic data of the car (brand, model, category, group, engine capacity, etc...).
 - Control of the competitors' driving licences, competition licences, its validity for the current year, car third party insurance and medical insurance, etc. for both local and foreign competitors.
 - Competitors are obliged to pay the medical insurance fees if not already available.
 - A written approval of the owner's car to compete in the Event, if the car is not registered in the competitor name.
 - Foreign participants must also present written authorization from their ASN, if this was not enclosed with their entry and the vehicle insurance sheet.

Those who have passed the administrative checks and having received the approval signed by the officials can present their car to scrutineering.

Article 18 – Scrutineering

- 18.1 - Scrutineering does not constitute confirmation that the vehicle complies with the regulations in force.
- 18.2 - After Scrutineering has been completed, the list of Starters shall be published and posted on the Official Notice Board by the Organizer.
- 18.3 - Competing cars can be changed up to Scrutineering time: to a car in the same Group and Class.
- 18.4 - Any vehicle may be subjected to additional checking by the scrutineers, both while the Event is taking pace and especially after the finish.
- 18.5 - Each competitor must present his or her vehicles to the Pre – Event Scrutineering not towed and/or transported with engine running. All cars must pass safety Scrutineering before any practice runs scheduled before the actual Event.
- 18.6 - Participants reporting after Scrutineering time shall be liable to a penalty which may go as far as exclusion, at the discretion of the Stewards. However, the Stewards may decide to allow the vehicle to be scrutineered if the competitor/driver can prove that their late arrival was due to force majeure,

provided a written request is submitted and approved by the Race Director prior to the commencement of Scrutineering and will be financially penalized with the amount of USD 10 or the equivalent in local currency for every 15 minutes lateness.

- 18.7- Competitors must bring their crash helmets, fire-resistant overalls (including mask or balaclava, shoes, underwear and gloves for inspection and marking and they must comply with the current FIA standards.
- 18.8- The homologation form for Groups A and N vehicles must be presented. Otherwise, Scrutineering will be refused. Modified Groups needs no homologation forms.

VII – THE OFFICIAL NOTICE BOARDS

Location of the Official Notice Boards

An Official Notice Board shall be established at the Event Secretariat from the date that entries open until the date of the Event. A second Official Notice Board shall be established at the site of the Event and shall be located at (TC - Service IN) from the time of the first practice until the end of the Race.

VIII - PARC FERMÉ, FINAL CHECKS

Article 19– Parc Fermé

- 19.1 - At the end of the Event, Parc Fermé rules shall apply between the finish line and the entrance to the Parc Fermé.
- 19.2 - At the end of the Event, all vehicles shall remain in the Parc Fermé until indication to the contrary, is given by the Clerk of the Course with the approval of the Panel of Stewards. Parc Fermé rules shall not be lifted until the period of time allowed for the lodging of protests has expired.

Article 20 – Final Checks

- 20.1 - All vehicles may be subjected to checking by the Scrutineers before each round however, the scrutineers have the right to check any vehicle that was involved in an accident. Vehicles recognized in a deficient state will be prohibited to start.
- 20.2 - Any vehicle may be subjected to final checking by the Scrutineers, after the finish.
- 20.3 - At the request of the Stewards, whether spontaneously or following a protest, a vehicle may be impounded after the finish and subjected to complete and detailed scrutineering.
- 20.4 - Competitors who do not act in accordance with these measures will be subject to their exclusion from the Event.

IX- SERVICE AREA

Article 21 – Service Area

- 21.1 - At the end of each round each competitor will have a service time of 30 minutes in the Service Area, each additional minute not exceeding 20 minutes (50 minutes total) will be penalized for USD 15 or the equivalent in local currency per minute. The third run will have the same Service time. Any time exceeding the 50 minutes will result in exclusion.
- 21.2 - After finishing the service time the competitor is obliged to leave the Service Area to the Parc Ferme.
- 21.3 - Early arrival to the Parc Ferme is allowed.
- 21.4 – Arriving late to Parc Ferme will be monetary penalized (USD 15 or the equivalent in local currency for each minute late up to 15 minutes) otherwise will be excluded from the Event.
- 21.5 - Driving competing vehicles in Service Area or out of Service Area at none allowed times without permission will result in a monetary penalty and up to exclusion at the discretion of the Panel of Stewards.
- 21.6 - A space of 5 x 5 meters will be allocated to each competitor and one service vehicle will be allowed in, if applicable for the Event.
- 21.7- FIA General Prescriptions 2007 regarding Service Regulations will be applied.
- 21.8 - Service vehicles are not allowed to travel in Service Area after they arrive to their location in the morning.

X - CLASSIFICATIONS, PROTESTS AND APPEALS

Article 22 - Classifications

- 22.1 - The Provisional Results will be published after the last competing car finishes its round.
- 22.2 - The results will become Official after half an hour following the posting of the Provisional Results if no protest was received.
- 22.3 - The driver with the least time achieved in any of the three rounds will be declared winner.

Article 23 – Protests and Appeals

Protests

- 23.1 - The lodging of protests and the deadlines to be observed are stated in the Program and shall be in accordance with the provisions of the FIA International Sporting Code.
- 23.2 - The deadline for lodging of protests against the results of the classifications (Article 174d of the FIA International Sporting Code) shall be 30 minutes after the announcement and posting of the results on the Official Notice Board.
- 23.3 - The deposit set for the protest is set at USD 500 (JD 350) to be paid in cash at the time of lodging the protest. The deposit shall be refunded if the protest is upheld.
- 23.4 - The deposit set for the protest involving a clearly defined part of the car is set at USD 1500 or the equivalent in local currency.
- 23.5 - Mass protests and protests regarding timekeeping or the decisions taken by the Panel of Stewards

are not accepted.

23.6 - No protest against the whole car is accepted.

23.7- The right of protests can only be exercised by competitors who are duly entered in the Event, or by their representatives holding written authorization (original documents to be presented).

23.8 - In the Event of a protest necessitating the dismantling of the vehicle, the resulting estimated costs shall be guaranteed by a deposit to be specified by the stewards. The deposit must be paid within the period specified by the stewards in order for the checks to be carried out.

23.9 - The expenses incurred by the work and by the transport of the car shall be borne by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if it is upheld.

23.10 - If the protest is unfounded and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the amount of the deposit, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned to them.

Appeals

23.11- The lodging of an appeal and the related costs shall be in accordance with the provisions of the FIA International Sporting Code.

23.12 - The deposit for a National Appeal is set at the equivalent of USD 1000 or the equivalent in local currency.

23.13 - The deposit for an International appeal is set at Euro 6000.

XI - INFRINGEMENTS AND PENALTIES

Article 24 – Infringements and Penalties

The Panel of Stewards can impose any penalty for infringements not stated below.

Type of Infringement	Penalty
Practice on track without permission	As far as exclusion from the Event by the decision of the Panel of Stewards.
Not following Starting arrangement and refusal or delay in starting (Article 14 and Article15)	Forfeits the Run.
Not following track behaviour or flag signals (Article 12)	Exclusion from the Event.
Not wearing the proper clothing during practice (driver and co-driver) and Event (Article 5)	Liable to a penalty which may go as far as exclusion, at the discretion of the Panel of Stewards.
Late in arriving at Service Area before the Start of the Race (Article 14.1)	Monetary penalty USD 10 or the equivalent in local currency for each minute and not exceeding 15 minutes otherwise exclusion.
Service Time (Article 21.3)	Any time exceeding the 50 minutes will result in exclusion.
Late in arriving at Parc Ferme during the Event if did not request and purchased extra service time (Article 21.4)	Monetary penalty: USD 15 or the equivalent in local currency for each minute up to maximum of 15 minutes, otherwise exclusion.
Not ready to start within 20 seconds from Start order (Article 15.8)	Up to the discretion of the Panel of Stewards.
Driving competing vehicles in Service Area or out of Service Area at none allowed times without permission (Article 21.4)	Monetary penalty and up to exclusion at the discretion of the Panel of Stewards.
Arguing with any Event Official	Exclusion from the Event.
Competitor entering Control Tower at any time without permission	5 seconds.
Not removing vehicle number plates at the end of the Race without a written permission from the Organizer (Article 10.5)	Up to the discretion of the Panel of Stewards.
Not attending the compulsory general briefing (Article 14.2 and Article 16.8)	Up to the discretion of the Panel of Stewards.
Infringement of any FIA Regulations not stated above	Up to exclusion from the Event.

Service vehicles must remain stationary in the Service Area.

Any cash penalty must be paid to the Competitors' Relations Officer against an official receipt.

XII - PRIZES AND CUPS

Article 25 - List of Prizes and Cups

a)	General Classification	
	First:	1 Trophy
	Second:	1 Trophy
	Third:	1 Trophy
b)	First Front Wheel Drive	1 Trophy (Three Starters)
c)	First Rear Wheel Drive	1 Trophy (Three Starters)
d)	First in each Class	1 Trophy (Three Starters)
e)	First in Group A	1 Trophy (Three Starters)
f)	First in Group N	1 Trophy (Three Starters)
g)	First in every Class	1 Trophy (Three Starters)
h)	First Lady	1 Trophy (Three Starters)
i)	Beginner	1 Trophy (1st Hill Climb participation)
j)	National Award	1 Trophy (Best Foreign Participation other than Jordanian)

XIII – THE MIDDLE EAST HILL CLIMB CHALLENGE CHAMPIONSHIP POINTS – DEAD HEATS

Article 26 - Middle East Championship Points

26.1 - At the end of each qualifying Event, a general classification will be established. Points will be allocated as follows for the Middle East Hill Climb Challenge as follows:

26.1.1 General Classification point allocation:

1 st place	20 points	2 nd place	18 points
3 rd place	16 points	4 th place	14 points
5 th place	12 points	6 th place	10 points
7 th place	9 points	8 th place	8 points
9 th place	7 points	10 th place	6 points
11 th place	5 points	12 th place	4 points
13 th place	3 points	14 th place	2 points
15 th place	1 point		

26.1.2 Group point allocation will be as follows: **(THESE POINTS WILL NOT BE ADDED TO THE GENERAL CLASSIFICATION)**.

1 st place	20 points	2 nd place	18 points
3 rd place	16 points	4 th place	14 points
5 th place	12 points	6 th place	10 points
7 th place	9 points	8 th place	8 points
9 th place	7 points	10 th place	6 points
11 th place	5 points	12 th place	4 points
13 th place	3 points	14 th place	2 points
15 th place	1 point		

26.1.3 Classes, FWD and RWD point allocation. **(THESE POINTS WILL NOT BE ADDED TO THE GENERAL CLASSIFICATION)**.

1 st place	10 points	2 nd place	8 points
3 rd place	6 points	4 th place	5 points
5 th place	4 points	6 th place	3 points
7 th place	2 points	8 th place	1 point

Points will be awarded even if only one vehicle is entered in a class although this vehicle will be moved to another appropriate class during the race.

26.2 - The classification will be drawn up from the best run in the climb.

26.3 – Competitors must compete in the three Events and the results of the best two Events will be considered for overall Challenge classification.

26.4 - For drivers whose total points total is the same at the end of the Challenge, the rule to break the tie will be as follows:

- According to the quality of places (1st place, then 2nd place etc.) obtained by them in the classifications of the Events having contributed to their point's total.
- The driver having obtained the highest points total after the final round of the Challenge will be declared the winner and so on.

XIII - MISCELLANEOUS

1. Competitors are advised to arrive as early as possible on practice days to guarantee maximum time of practice.
2. Practice will be carried out only in the race vehicle and after passing safety Scrutineering.
3. Practice times will be under the supervision of the Organizing Officials to insure Competitors' safety.
4. Ambulances and rescue services will be present during practice and Event.
5. Badges and car panels to be handed upon completion of the Administrative Checks:
 - One (1) Competitor badge.
 - Four (4) Service personnel badges.
 - Two (2) Tyre warming crew badges (upon request).
 - One (1) Team manager badge.
 - One (1) Service car plate.
 - Two (2) Number panels for competing vehicle.