

ENOC and Arabian Automobiles present

X PLORE UAE IX

Gear up for an adventure!

Xplore UAE is back for its 9th Edition with a fun-filled, adrenaline packed drive. Enjoy a fantastic day out with friends and family and enjoy the mountain, wadi and desert drive which will be a thrill for all. Register today and don't miss out on what will be a truly unforgettable drive.



الرسـتـماني
AWR OSTAMANI
Arabian Automobiles

FOR DETAILS AND REGISTRATION

800 NISSAN
647726

اينوك
ENOC
زيوت محركات فائقة الأداء
PREMIUM MOTOR OILS



PLATINUM SPONSOR

الإمارات الإسلامية
EMIRATES ISLAMIC

GOLD SPONSORS

autopro
car care professionals

MAPFRE ASISTENCIA
Your life. Our world



PARTICIPANT BOOKLET

INTRODUCTION

Welcome to the Xplore UAE IX drive event.

Arabian Automobiles and ENOC have teamed up to bring you the ninth annual edition of this fun off-road driving event for charity taking place on Friday, March 17, 2017.

Our day-long adventure for Xplore UAE IX will begin from Hilton Al Hamra Beach & Golf Resort, Ras Al Khaimah with a quick registration, followed by a delicious buffet breakfast. Please make sure to arrive at the hotel between 0730 hrs to 0830 hrs to enjoy the breakfast.

At 0930hrs, participants with their SUVs will line up and get ready to xplore a new challenging adrenaline-fuelled drive conquering the mountains, wadis and sand dunes of Ras Al Khaimah.

Before entering the desert section, we are all required to deflate our tyres to 15PSI to help us manoeuvre easily over the sand dunes. It is very important to remember to not litter outdoors and not to feed the camels or any animal in the wild, under any circumstances. Please keep a handy bag with you to dispose any unwanted garbage.

After the thrilling dune bashing experience, participants are expected to return back to the same venue, Hilton Al Hamra Resort between 1700hrs to 1800hrs and enjoy the rest of the evening.

Our evening function will start from 1830 hrs that includes a five-star international buffet dinner which includes a delicious BBQ and other entrainment activities.

The exciting day with Xplore UAE IX will come to an end by 2100 hrs.

Please take the time to read this booklet in order to understand the route and the basic precautions to be followed during the drive.

Always remember that Xplore UAE is not a race, it's a family drive event including children on board and driving safely is the main priority. Everyone is expected to adhere to the instructions of the Xplore UAE officials and crew members at all time.

Arabian Automobiles and ENOC look forward to hosting you on the Xplore UAE IX drive once again.

Have a great day and drive safely.

الرسـتـماني
AROSTAMANI
Arabian Automobiles



PLATINUM SPONSORS



GOLD SPONSORS



EVENT RULES IN BRIEF

- Please follow the instructions of Xplore UAE officials and crew members at all times.
- Everyone in the vehicle must wear their seatbelts at all times.
- You are required to have a 4x4 vehicle with LO range gear ratio.
- It is recommended to have off-road insurance policy/coverage.
- Always travel with the convoy keeping both the car in front of you as well as the car behind you always in sight, within a safe distance.
- If you find yourself alone (no car in front, no car behind) please stop immediately and wait for one of the Xplore UAE crew teams to locate you.
- Please maintain at least a 5-car distance from the vehicle in front (flying stones from the car ahead can chip/damage your windscreen and paintwork).
- If you are not familiar with the functionality of your vehicle's transmission and differentials etc., please ask any of the Xplore UAE crew members to guide you.
- When you reach the entry point to the desert/dune section, you need to deflate all your tyres for improved traction. Please make sure they are deflated to 15 PSI. This must be done in order for you to proceed further with the event.
- If, you want/need to leave the event, please inform one of the Xplore UAE crew members, who will safely guide you to the nearest exit, and make a note of your departure accordingly.
- Xplore UAE is not a race, it's an offroad, family fun drive event.
- Make sure to bring with you sufficient amount of water and snacks, especially if you have children on board.
- Do not litter. Keep a bag with you for any disposal items.
- Do not feed the camels or any animal in the wild, under any circumstances.
- Courtesy – This is a fun drive charity event so please make sure you treat the crew team and other participants with respect and they will reciprocate in turn.
- The organisers and Xplore UAE crew members have the right to deny entry to vehicles and/or participants who are deemed unfit to participate for any reason that they feel could jeopardise anyone.

ROUTE DESCRIPTION

The starting point of the Xplore UAE IX is from Hilton Al Hamra Beach& Golf Resort in Ras Al Khaimah, less than an hour drive from Dubai, where participants meet for registration and breakfast. Following this, the convoy will leave the hotel to begin the drive. This year drive will be a mix of mountains, wadis and desert. After two hours of mountain / wadi drive, we will stop for a quick lunch. Then, participants will continue to get to experience the widespread dunes of the country while driving towards the final stop.

The Xplore UAE IX drive will end with a 5-star buffet dinner including BBQ with some entertainment activities.

SCHEDULE

Friday, 17th March 2017

0730 hrs - 0830 hrs	Arrival at Hilton Al Hamra Al Hamra Beach & Golf Resort, RAK
0930 hrs - 1030 hrs	Convoy departs for mountain and wadi drive
1200 hrs - 1330 hrs	Lunch break
1400 hrs - 1630 hrs	Desert drive section
1630 hrs - 1700 hrs	Inflation point
1700 hrs - 1830 hrs	Return back to Hilton Al Hamra for dinner function
1830 hrs - 2100 hrs	Dinner function
2100 hrs	End of dinner function

ABOUT THE ORGANISERS



Established in 1968, Arabian Automobiles Co., one of the leading automobile dealers in the GCC under the flagship of AW Rostamani Group (Abdul Wahid Al Rostamani Group) is the sole distributor of Nissan, Infiniti and Renault in Dubai and the Northern Emirates. With over 49+ years in business, the company has become a trusted name in the UAE automotive market, renowned for excellence in customer service and for fostering enduring customer relationships as the name behind the world-class portfolio of products the company retails and maintains.

For further information please visit www.nissan-dubai.com



ENOC Lubricants, Premium Motor Oils. a subsidiary of Emirates National Oil Company, was established in 1998 to manufacture and market the ENOC range of lubricants. We produce and market high quality products for a wide range of applications covering automotive, industrial, marine and other specialised applications. Our lubricants are blended in the UAE in a state-of-the-art plant and conform to the highest international quality standards and specifications. ENOC Lubricants has extended its distribution network to more than 55 countries across the Middle East, Africa and the Indian subcontinent, as well as South East and Central Asia.

For further information please visit www.enoc.com

ABOUT THE SPONSORS



Established in 2004, as Emirates Islamic Bank, Emirates Islamic is one of the fastest growing banks in the UAE. Combining the best in Shari'a compliant services with the strongest levels of customer care and efficiency, the bank has established itself as a major player in the highly competitive financial services sector in the UAE. Offering products and services developed in line with the highest ethical standards, Emirates Islamic gives customers the transparency they seek in a strong, honest financial partner.

Emirates Islamic offers a comprehensive range of products and services across the Personal, Business and Corporate banking spectrum with a network of 61 branches and 196 ATMs/CDMs across the UAE. In the fast growing area of online and mobile banking, the bank has the reputation as an innovator, and was the first Islamic bank to launch a mobile banking app and the first bank in the Middle East to launch an App on the Windows 8 mobile platform.

Emirates Islamic has consistently received local and international awards, an acknowledgement of the bank's strong record of performance, growth and market leading banking practices. The bank was named 'Best Islamic Bank in the UAE' at the 2015 World Finance Awards and also won the prestigious Euromoney Award for Innovation in Islamic Finance 2015. In the Islamic Business & Finance Awards 2015, the bank was named 'Best Retail Bank, UAE'; 'Best Commercial Bank, UAE'; and 'Best Wealth Management, ME'. The bank won several industry accolades in 2016, including Innovator in Islamic Finance by Global Finance magazine for EI trade, the world's first of its kind Shari'a-compliant online Trade Finance and Supply Chain platform and Fastest Growing Bank - UAE at the Banker Middle East Industry Awards 2016.

For further information please visit www.emiratesislamic.ae



With a limited supply of good quality after sales providers to service a fast growing automotive population, ENOC/EPPCO launched AutoPro: our own full service car repair provider. We realise that road side garages are plentiful, but with property zoning, spare parts authenticity issues and questionable service quality, these service providers only cater for older vehicles or motorists looking for cheap fixes. We provide professional, reliable and value for money preventive maintenance and repair programs: all within a clean, modern, comfortable and easily accessible environment. Performing a majority of basic motor repairs, these services cover small to large cars and include preventive maintenance, brakes servicing, air-con repair, suspension and clutch replacement, electrical work and tyre sales. With dedicated support for fleet customers, we guarantee a minimal vehicle downtime as we understand that in today's economic climate it's about maximising efficiency and managing costs.

For further information please visit www.autopro.ae



MAPFRE ASISTENCIA is an Insurance, Reinsurance and Services Company operating all over the world. We were born in Madrid, Spain in 1986 as part of MAPFRE Group. In addition to our direct presence in several countries in the Middle East, we have offices in 44 countries plus business relations with 107 more countries. We are proud to have at present more than 1,572 corporate clients and 198 million services beneficiaries.

MAPFRE ASISTENCIA commercialises products under two commercial brands MAPFRE ASSISTANCE and MAPFRE WARRANTY. Our goals are increasing profitability of our partners while improving the quality of life of our customer. We specialise in Assistance, Services and Specialty Risks Insurances.

We provide value-added solutions for the following industries:

- Insurance
- Automotive
- Finance
- Travel and Tourism

For further information please visit www.mapfre-asistencia.com

Proceeds collected from the participants in Xplore UAE' will be donated to a charity organization.

ENJOYING OFF-ROAD DRIVING

S A F E T Y T I P S :

Avoiding Dangerous Manoeuvres in the Dunes

If approached sensibly, off-roading is a very safe activity with the driver paying attention to aspects such as the topography of desert dunes as well as following the basic driving techniques. After lowering the tyre pressures, drivers will start to feel the benefits and can experience the dunes better with improved traction. It is important to follow simple driving techniques when attempting the steep inclines of the dunes.

A 4x4 vehicle is safe when going straight up or down, that is, when the vehicle is perpendicular to the dune. Steep dunes can be climbed all the way up and reversed down in a straight line, with 1st gear and low range selected. Turning sideways or traversing a dune sideways is risky as the vehicle is much less stable when the weight is on one side. Also, sand on the lower side will give way, worsening the angle and blocking the wheels on the downhill side causing the vehicle to potentially tip over. Another potentially dangerous manoeuvre involves crossing over the top of a dune crest, i.e. going up one side of the dune and down the other in one manoeuvre. It is not always possible to see what is on the other side, and there is always the danger two vehicles may be heading towards each other at speed, and reaching the top of the dune at the same time. Ensure you are travelling in your convoy and if you happen to scatter in the dunes, continuously check where the other vehicles are before cresting a dune. Ensure you cross the dunes perpendicularly, with both front wheels going over the crest at the same time. With some practice, you will be able to judge the optimum speed to be maintained to ensure the vehicle does not stop and get stuck on crest. It is important to control your speed when you go over to avoid a severe bump due to the mass of the heavy engine, bringing the vehicle down ‘nose first’.

Avoiding Dehydration

The most common health issue off-roader drivers face while in the desert is dehydration. Young children, the sick and the elderly are also much more vulnerable to dehydration. The main cause of dehydration is sweating and not replacing lost fluid through drinking water. However, other factors like dieting, consumption of alcohol (expressly forbidden), coffee or tea, and sugary drinks, and physical activity such as digging out stuck cars or other strenuous exercise also contribute to dehydration. A gastrointestinal illness (an upset stomach, causing diarrhoea and vomiting) can also cause dehydration. Symptoms of dehydration are loss of lucidity and confusion, leading to dizziness and cramps, and ending in unconsciousness. Every participant should ensure they drink plenty of water at regular intervals on the event, and keep children well hydrated too. In case of suspected dehydration, the person should be made to sit in the shade (in A/C if possible) and drink large amounts of water every few minutes. Also, apply a wet cloth to their head and continuously fan them. In the absence of the exacerbating circumstances mentioned before (dieting, gastric illness, etc.), recovery should be quick but the individual must continue taking water throughout the day.

P R O C E D U R E S :

Convoy

Throughout the journey, ensure you are in sight of the crew vehicles which will serve as the head and tail of your convoy. Provide them with your mobile phone number, and keep a note of theirs.

Kindly note: If the Marshals of your convoy notice that your vehicle is missing, they will not leave the desert until they find you. Hence, if you are off-track, stop immediately so you are found by the Marshals in less than 5 minutes as per the procedures. The convoy will not leave the desert until all cars in the Marshal's group are accounted for.

Self-recovery

Below are a few techniques to self-recover your vehicle from a stuck situation.

Most vehicles get stuck in the sand as a result of a lack of momentum, and they can get stuck in flat sand, stuck sideways on a dune, or high-centred on top of a dune crest. It is often possible to extricate oneself without resorting to towing, and sometimes even without getting out the shovel.

Do not accelerate and spin the wheels if the vehicle comes to a stop and is clearly stuck, as this will dig the wheels in deeper. By getting out of the vehicle to discover the reason why the car is stuck, you can best decide where and how to dig precisely.

A flat area, usually with churned up sand and deep ruts, is a likely area to get stuck and to avoid in the first place. Most commonly all four wheels sink down deep enough to prevent forward motion and the vehicle either stalls or comes to a stop. If you avoided spinning your wheels, the sand may not have reached the car’s belly and recovery should be easier.

Make sure your tyres are at a low-enough pressure (15 PSI), straighten your front wheels so the sand resistance is minimal and, in low range, your aim is to reverse out along the same track you came in. The key to success in this type of recovery is to avoid keeping the clutch in and to let the wheels turn over slowly as the car inches backwards.

It is crucial to avoid burning the clutch – a burnt out clutch will end your event and spoil your day. The correct application is to depress the clutch all the way down, engage reverse, and release the clutch all the way in one smooth movement while depressing the gas gradually. Once the clutch is fully released, and your foot is off it, you may adjust the gas pedal to allow for the wheels to turn over slowly, probably decelerating.

Sometimes, after a few feet, or if you reach an incline or a bush behind you, you can reverse direction and drive along the same track forwards again paying attention to not ‘ride’ the clutch. You may have to do this forwards-backwards movement several times, always taking care not to get carried away with the acceleration and wheel spin. Eventually the vehicle will pick up enough momentum, as it travels along the flattened-out path made by your car’s weight, and you will be free to accelerate out of the situation. People pushing the vehicle can give that extra little bit of momentum required.

Getting stuck on the side of a dune, a vehicle will typically come to rest when the downhill wheels dig in too deep and the sand reaches the car’s wheel wells and underside. This is a more difficult situation to recover from, and if the angle is severe, care must be

taken to avoid a potential vehicle rollover. The following advice is not for such a scenario on a very steep dune, just for a gentle incline.

Since gravity is pulling the car downhill, there is only one way to get out, and that is spinning the wheels in reverse while turning the front wheels to bring the vehicle back downhill. In low range, the engine will spin the wheels, digging them in deeper, but, as the wheel digs in it also digs through the sand that has accumulated just downhill of the wheel, and gravity starts sucking the back end downhill, which results in the front wheels spinning but remaining in the same place, and the back wheels spinning and moving downhill, turning the car around, with the rear slipping downhill. Once the back of the car has slipped downhill, stop, straighten your wheels, and reverse down slowly in a straight line.

If you want to help with digging out, aim to remove the accumulated sand from the downhill side of the rear downhill wheel. Remember that if the side angle is steep, there is the danger of vehicle rollover, and different techniques need to be applied.

If you should manage to get stuck on a dune crest, it is very difficult to self-recover. In fact, it is probably a situation in which bringing out the tow rope early is advisable. The technique to be applied involves judicious use of a shovel and the removal of quite a large amount of sand. Since the bottom of the vehicle is resting on the top of the dune, and the wheels have no traction, a decision must be made whether to go forwards or backwards; and you choose the shortest distance. The key is to remove sand from underneath the car, so that it tips enough to get the wheels down onto the sand.

Digging directly under the car will not help much, instead digging downhill of where you want the sand to move out of is much more effective. In other words, aim to dig in front or behind the car on the dune slope so that the sand will flow down into the hole you’re making due to gravity. Eventually, as more and more sand flows out from underneath the car, the car will tilt in the direction you want - please make sure the car does not start moving, rolling down on top of you.

Overall, digging is a very effective way to recover from a stuck situation, and even in more complex scenarios than those presented here, a little understanding of where and how to dig can make an enormous difference to the recovery time and to the energy exerted in the heat.

Towing a Stuck Vehicle - A Beginner’s Introduction

Pulling a stuck vehicle out using a strap or rope happens quite often when off-roading so it’s imperative to have a good general understanding of the process with safety and efficiency in mind.

In the case of a stuck vehicle, as a general rule, the driver of the car is the one in charge. He/she oversees the placing of the towing vehicle, the attachment of the rope, and gives instructions.

All passengers should be out and standing out of reach of the rope or strap, should it snap or a tow point fails and fly off with dangerous force – often sufficient enough to pass through a car window and injure a person inside. There have been serious injuries from this event happening, even with experienced drivers, so don’t take any chances. Standing behind a vehicle is also not safe because if the rope fails, it will usually head towards one of the cars.

Your vehicle should have easily accessible tow points. Usually these come with a 4x4 vehicle from the factory, and you simply need to know where they are. They can be in the form of a hook, a ring or a towing hitch. Preferably you will have four - two on the front and two on the back. The minimum is one up front and one at the rear. Any after-market additions, especially on bumpers (i.e. not attached directly to the frame of the vehicle) should be used with

caution, unless you are confident you had them installed properly yourself. If you’ve purchased a second-hand vehicle replace the bolts as they may be corroded. Attach the rope or strap to the tow point securely. If the tow point is a hook, then do not use an unnecessary metal shackle; but if it is a ring, then a rated D-Ring shackle is required.

The best kind of rope is not a strap. Straps are strong and tough, but they do not stretch. The ideal tugging device is a flexible stranded rope or a specialized KERR strap (Kinetic Energy Recovery Rope). The idea is that when the tugging vehicle pulls back, if there is no stretch in the rope, the full force hits the strap, shackle, and tow point with a jarring bang. With a flexible rope, the energy is transferred along the length of the rope resulting in a safer, more pleasant recovery. If a non-stretching strap is used, the technique should be to give several gentle tugs, with the rescuing car driving back and forth several times. Sometimes this is very difficult to do on sand, as the rescuer will also get stuck. A metal cable should never be used - those are for winches only. Also, never join two ropes with a metal shackle, but pass them through each other’s loop.

A generalised procedure is as follows: The stuck driver walks around the vehicle determining the best recovery angle. S/he consults with the driver of the rescuing car, and decides on where the rescuing vehicle should be placed and how the pull should be done. This information is for the two drivers, and they must make sure they understand each other. The rescuing vehicle gets into position, preferably facing away from the stuck vehicle, and the rope is securely attached. Verify that all people are standing far away. The two drivers get in their cars; the windows are lowered so you can hear if people shout ‘STOP’. The stuck driver signals s/he is ready with a honk, the rescuer acknowledges with a honk, and the pull starts. When the stuck driver needs to stop the pull, s/he honks, and the rescuer acknowledges with a return honk, and stops and stays stopped. Do not attempt to get out of your vehicle unless the acknowledging honk has been sounded, just in case s/he decides to give you a second, harder pull just as you are stepping out.

This is not a complicated procedure, and you will find it gets repeated a lot on trips involving sand. Your recovery rope or strap will get heavy use, and therefore you should purchase the very best there is. We would suggest a minimum 10 metres of length, and a 28mm diameter three-stranded mooring rope. Carry two so they can be combined to double the length if necessary, and if one breaks you of course have a spare handy. Replace when it becomes frayed or loses its flexibility, and try and keep it out of the sand and sunlight as much as possible.

D R I V I N G :

Desert Terrain – A Beginner’s Introduction

In this section, we'll look at general driving conditions found in deserts throughout the Middle East. There are several kinds of deserts, each with their own driving characteristics.

Driving should be in convoy, all keeping an eye on the vehicle behind them. When one loses sight of the car following them, it’s time to stop and wait. This will have a domino effect, and pretty soon the leader will turn back.

Driving on sand requires specialised skills that most regular drivers do not have, while driving across a stony plateau is much more intuitive. It is best to keep momentum on your side – keep the car moving in a gear that allows you to rapidly speed up or slow down without having to change gears. Automatic transmissions should

be set to 2, so that they do not shift up too early. Tyres should be deflated before entering the sand, depending on vehicle weight (15 - 20PSI) so that the tyre's footprint covers a larger area and therefore does not sink as readily. Gravity also plays an important role in driving over sand – it is very difficult to start off when facing uphill. So always use gravity to your advantage: stop so that your vehicle is facing downhill; and if you start to lose momentum and power, turning downhill will often help regain momentum.

If you're a beginner, the best way to prepare for sand driving is by building the skills you need in the company of experienced off-roaders on easier trips first. You will get stuck, no doubt about that, and many times.

Rocky Wadi Terrain – A Beginner’s Introduction

A ‘wadi’ is a riverbed, usually bone dry on the surface, but nestling water a few metres down. You'll find wadis where there are run-offs from the mountains as basically they are the valleys between the rocky hills. After rains, they can become raging torrents and must be avoided.

The trickiest obstacle in a wadi is usually a steep climb. 4x4 vehicles can manage these with ease if the driver knows the technique.

Please make sure you are in 4WD and select LO range from your transfer case. Place the auto-gear lever in 1, and if manual do not touch the clutch. The key is to point the vehicle up the slope and keep it moving at a walking pace. Accelerate lightly if necessary to maintain the walking pace – do not stop, do not speed up. On the way down, brake lightly if necessary to maintain the walking pace – do not stop, do not speed up. Every car waits until the previous car has completely passed the steep section until the track is empty. The reason for not stopping is that it can be hard to start off again (especially manual gears) and the reason for not spinning wheels is because they lose traction and the car can slip.

Besides the steep track, driving in wadis can vary between a dusty hard-packed sandy track to gravelly washboard roads to a tight

trail over large rounded boulders in a narrow canyon.

Most of this kind of terrain can be driven in 2WD and even in a regular city automobile.

Driving a dusty hard-packed trail in a convoy is to breathe in a lot of very fine powdery dust. Your windows should be closed tight and the vent intake for outside air, shut. Fine dust will surely enter the engine compartment, but your air filter housing will keep it out of the engine properly – make sure you blow clean your engine with compressed air and check the air filter when you return home. Because of the dust kicked up by the vehicles in front of you, keeping distance is important for both safety and to avoid most of the dust; also to help with others noticing your presence, it’s a good idea to keep your headlights on.

A gravelly washboard road can make for a tooth-rattling ride and the little ‘ripples’ in the road are caused by the wheels of the cars long before you bounce up and down and creating little depressions, which then in turn cause more bouncing up and down... Visibility is usually not a problem as there is no dust, but finding the speed which minimises the vibrations can lead you to driving too fast. In fact, the faster you go, the less you’ll feel the constant banging; however, losing control and hitting the mounds of gravel sometimes found along these roads can very easily result in a rollover. If you are about to start on a long washboard track, it will help to lower your tyre pressure by about 10PSI (to 20-30PSI) so that the softer rubber can help absorb the bumps.

A very rocky riverbed is a sign of fresh flooding or a newly-formed wadi. Provided your vehicle has enough clearance to avoid touching the rocks, this kind of terrain can be safely crossed in 1st gear and low range, allowing the vehicle to idle over the obstacles at its own slow pace. Make sure your tyre pressure is high enough to provide support to the tyre sidewalls, and you could add 5-10 PSI to regular highway pressure to help the tyre over sharp rocks.

A final word of caution on wadi driving – often the track is narrow and allows for only one vehicle in one direction at a time: the first vehicle of the convoy must be wary of oncoming traffic at all times, especially around curves and over hills.

DISCLAIMER X P L O R E U A E I X

This disclaimer must be signed by all participants (and additionally by a parent for each child under 18 years of age). NO VEHICLE SHALL BE ALLOWED TO PARTICIPATE UNLESS THIS DISCLAIMER IS DULY COMPLETED AND HANDED IN BEFORE START OF THE DRIVE.

I, the undersigned, in consideration of and as a condition of acceptance of my entry in the described event for myself, my heirs, executors and administrators hereby waive any claim, right of claim, cause of any action which I or they might have arising out of loss of my life or injury, damage or loss of any description whatsoever which I may suffer or sustain in the course or consequent upon my entry or participation in the event.

I know that participating in such an event is a potentially hazardous activity. I assume all risks associated with running in this event, including but not limited to falls, contact with other participants, the effects of weather, traffic and the conditions of the road/sea/water/trail, all such risks being known and appreciated by me.

This waiver, release and discharge shall be and operate separately in favor of all persons, corporations and bodies involved with or otherwise engaged in promoting or staging the event and the servants, agents, representatives and officers of any of them.

I satisfy all entry requirements as set out.

"I / we, the undersigned jointly and severally confirm that my/our participation in the Xplore UAE IX drive event to be held on, Friday 17th March, 2017 is entirely at my/our own risk and responsibility and that no liability shall attach to Arabian Automobiles, Nissan, ENOC, and all the other sponsors or any of their employees and representatives as a result of any death, injury, damage, theft or other loss or liability whatsoever direct or consequential, whether to person, vehicle or property which may arise out of it or in connection with the said Xplore UAE IX drive event and I/we hereby jointly and severally confirm that no claims will be raised by me/us and the passengers with me in respect of any or all the above. In respect of any child under the age of 18 accompanying me/us on the said 'Xplore UAE' drive event. I/we confirm that this disclaimer is made on such child's behalf by me/us.

I attest that I will be fully responsible for all the passengers in my vehicle and their safety for this event.

I attest that I will be taking part in the event with a vehicle with 4x4 with low gear ratio suitable for this event.

I attest that I am physically fit and medically able to complete part or the entirety of the course without jeopardizing my health or life and consent to receive medical treatment that may be advisable in the event of illness or injuries suffered by me during this event.

I/We further understand and acknowledge that Xplore crew members or officials who will be assisting me/us during the 'Xplore UAE' drive will be doing so on a voluntary basis and if any damage or destruction is caused to my vehicle during the course of such assistance or service, or as a consequence thereof, I/we unconditionally agree that such service/assistance would be accepted at my/our own risk and responsibility and no liability or responsibility whatsoever shall attach to the organizers, sponsors or crew members, who I/we agree to hold fully harmless and indemnified in every respect.

I give free permission for the free use of my name, voice or picture in any broadcast, telecast, advertising promotion or other account of this event.

Should the event be cancelled for any reason whatsoever I understand that entry fees may not be refunded and that no liability of any kind will attach to any person, corporation or body involved in connection with the event.

NAME OF DRIVER:

PO BOX:

CITY:

EMIRATE:

DRIVER MOBILE:

PASSENGER MOBILE:

VEHICLE MAKE:

VEHICLE REG NUMBER:

DATE:

DRIVER'S SIGNATURE:

PASSENGER 1 SIGNATURE:

PASSENGER 2 SIGNATURE:

PASSENGER 3 SIGNATURE:

ADDITIONAL:

UNDER 18 PASSENGER'S NAME:

PARENTS' NAMES:

PARENT'S SIGNATURE:

DATE:

اينوك والعربية للسيارات يقدمان



استعد للمغامرة!

Xplore UAE عاد مجدداً في دورته التاسعة ليمنحك تجربة قيادة مليئة بالمرح والإثارة. استمتع بقضاء يوم برفقة العائلة والأصدقاء في الجبل والوادي والصحراء التي ستوفر لكم أجواء مثيرة لا مثيل لها. سجل اليوم ولا تفوت على نفسك تجربة قيادة لن تنسى أبداً.



الرستماني
AWR OSTAMANI
العربية للسيارات

للمزيد من المعلومات يرجى الاتصال على:

800 NISSAN 647726

اينوك
ENOC
زيوت محركات فائقة الأداء
PREMIUM MOTOR OILS



الرعاة الذهبيون

autopro[®]
car care professionals

MAPFRE ASISTENCIA
Your life. Our world

الراعي البلاتيني

الإمارات الإسلامية
EMIRATES ISLAMIC