



# **EAST AFRICAN SAFARI CLASSIC RALLY**

## **EVENT REGULATIONS**

### **1<sup>st</sup> – 9<sup>TH</sup> NOVEMBER 2021**

**VERSION RELEASE DATE 13<sup>TH</sup> APRIL 2021**

East African Safari Rally Ltd  
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## EVENT PROGRAM

OPENING DATE OF ENTRIES	: 1 <sup>st</sup> February 2021
CLOSING DATE OF ENTRIES	: 22 <sup>nd</sup> September 2021
PUBLICATION OF SEEDED ENTRY LIST	: 30 <sup>th</sup> September 2021
CLOSING OF LATE ENTRIES	: 14 <sup>th</sup> October 2021
DOCUMENTATION	: EASR Ltd offices at Marula Manor, Karen For local competitors on Monday 18 <sup>th</sup> & Tuesday 19 <sup>th</sup> October 2021 – from 08h30 to 15h30  In Naivasha Thursday 28 <sup>th</sup> October – 12h00 onwards Friday 29 <sup>th</sup> October Saturday 30 <sup>th</sup> October Sunday 31 <sup>st</sup> October 2021 from 08h30 to 16h30
SCRUTINEERING & TRACKING SYSTEM FITTING	: Thursday 28 <sup>th</sup> October – 12.00HRS onwards Friday 29 <sup>th</sup> October 2021 Saturday 30 <sup>th</sup> October 2021 Sunday 31 <sup>st</sup> October in Naivasha from 08h00 to 17h00
TEAM MANAGERS BRIEFING	: Saturday 30 <sup>th</sup> October 2021 at 14h00 at rally headquarters in Naivasha
WELCOME PARTY	: Saturday 30 <sup>th</sup> October 2021 at 18h00 for all entrants, service crew and media
DRIVERS BREIFING	: Sunday 31 <sup>st</sup> October 2021 at 14h00 at rally headquarters in Rally HQ
STEWARDS FIRST MEETING	: Sunday 31 <sup>st</sup> October 2021 at 17h00 at rally headquarters
PUBLICATION OF START LIST	: Sunday 31 <sup>st</sup> October 2021 at 14h00

START OF RALLY	: Monday 1 <sup>st</sup> November 2021 at 06h00
FINISH OF RALLY	: Tuesday 9 <sup>th</sup> November 2021 from approx. 14h00 Podium Ceremony 17h00
POST EVENT SCRUTINEERING	: Tuesday 9 <sup>th</sup> November 2021 from 14h00
PUBLICATION OF PROVISIONAL RESULTS	: Tuesday 9 <sup>th</sup> November 2021 at 17h00
PRIZE GIVING	: Tuesday 9 <sup>th</sup> November 2021 at 20h00
OFFICIAL NOTICE BOARD	: At Rally Headquarters
DIGITAL NOTICE BOARD	: On rally website <a href="http://www.eastafricansafarirally.com">www.eastafricansafarirally.com</a>

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## Art. 1- Interpretation of Regulations & Amendments

- The Clerk of Course is responsible for the application of the regulations during the running of the event.
- The interpretation of these regulations and the subsequent bulletins will be the decision of the Stewards.
- Steward's decisions are final and binding in all matters.
- The Stewards of the Meeting have absolute discretion to impose any penalty for any incorrect, fraudulent or unsporting behaviour by any competitor or persons concerned with the entry.
- The organisers reserve the right to amend the present regulations and the rally route in accordance with any condition and circumstances and these amendments will be announced by a dated and numbered Bulletin/ Communication which will be deemed to be an appendix to these regulations.

## Art. 2- Definition of the Event

The historic rally event being held from the 1<sup>st</sup> to 9<sup>th</sup> November 2021 is being organised by the East African Safari Rally Ltd. This is being done in compliance with the FIA International Sporting Code and its Appendices in General and together with these Regulations and Appendices supersede all other regulations. Competitors undertake to comply with these event regulations and subsequent amendments by fact of their entry.

FIA Appendix K for Historic Rallies is the regulation basis for this event with additional freedoms as per Appendix B of the Event Regulations. Modifications, amendments and/or changes to these event regulations will be announced only by numbered and dated bulletins/ communications.

The organisers have the right to cancel or postpone the event or any part thereof should circumstances arise which make such action necessary in accordance with FIA International Sporting Code and these Regulations.

## Art. 3- Event Organisation Committee

### 3.1 Event Organiser

Event Organiser:	EAST AFRICAN SAFARI RALLY LTD
Address of Secretariat:	East African Safari Rally Ltd Marula Manor Offices, Marula Lane Karen Road Nairobi, Kenya. E-mail: info@eastafricansafarirally.com
Name of Rally:	East African Safari Classic Rally 2021

Official website:	<a href="http://www.eastafricansafarirally.com">www.eastafricansafarirally.com</a>
Digital Notice board:	The digital notice board will be available online at the official website of the rally.
KMSF Permit No:	[INSERT PERMIT NUMBER]

## 3.2 Organising Committee & Officials

### Panel of Stewards

Chairman:	Alex KOVATHCEV
Rally Steward:	Gillian DYKES (FIM 3938 Super Licence)
Rally Steward:	Gurvir BHABRA

### Organising Committee

Event Director:	Lynn TUNDO
Asst. Event Manager & Head of Marketing:	Natasha TUNDO
Rally Secretary & Competitor Liaison Manager:	Chantal YOUNG
Clerk of Course:	Raju CHAGGAR (KMSF-COC-020-000017-A)
Rally Management Coordinator:	Pipi RENU
Ass. Management Coordinator:	Darshna SHAH
Deputy Clerk of Course:	Nazir YAKUB
Asst. Clerk of Course 1:	Steve ROSE
Asst. Clerk of Course 2:	Adin HAQ
Asst. Clerk of Course 3:	Kamal BIJ

### Communication

Results / Tracking Coordinator:	Konstantin PANAYOTOV (BG 1A-17006)
Rally Control Assistant 1:	Yanko KALEV (BASF/6A-17002)
Press Officer Media:	TBA

**Technical Team**

Technical Delegate:	Jim HEATHER-HAYES (Consultant)
Event Technical Delegate:	Musa LOCHO (KMSF-SCR-020-000001-A)
Asst. Scrutineer:	Kevin MAUMOH (KMSF – B grade)

**Stage Officials & Marshals**

Service Park Manager:	Ali ALJABRI
Chief Control Officer:	Keval BHANDERI
Timing Equipment:	Harry SAGOO (KMSF-COC-020-000006-B)

**Event Safety Vehicles**

Route Opener:	Jaswinder CHANA
1 Day Advance Car:	Chris ANGEL

**Event Medical Team**

Chief Medical Officer:	Dr. Rajinder JUTLEY
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**Event Security Team**

Chief Security Officer:	Deepak DODHIA
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**Competitor Relations**

Competitor Relations Officer:	Joan NESBITT
Competitor Relations Officer:	Jimmy WAHOME



## Art. 4- Event Entry

### 4.1 Eligible Cars & Classes

- I. **Appendix B - Vehicle Regulations** article 1 specifies the FIA specified periods and categories of vehicle eligible to enter the event.
- II. All vehicles must be licensed and insured for use on public roads. Any form of trade plate is NOT permitted. **Please note:** Foreign driving permits and local insurance (3<sup>rd</sup> party and COMESA) is required.
- III. **Supplementary Class:** The Clerk of Course will be allowed to approve additional supplementary class, specifically allowed to vehicles, which do not conform to regulation prescribed for their category of vehicle, during pre-event checks (scrutineering). Such vehicles in this category, will not be classified in the overall finishers, but will receive classification within the supplementary class.
  - a. Cars which do not conform to class or group entered shall run in a supplement class after the last cars in the main event.
  - b. This reclassification will only be done by the Clerk of Course or Stewards on receiving report from the scrutineer.

### 4.2 Competitors Eligibility

- I. Any person holding a Valid International and / or Kenyan National Competition Super Licence and a Valid Driving license is eligible to enter.
- II. The first named driver on the entry form will be responsible for any and all liabilities and obligations both before and during the event.
- III. The organisers reserve the right to decline an entry into the event on the basis of non-conformity and should any entry be found to contain any false statement the entry shall be considered as null and void.
- IV. The Stewards reserve the right to exclude from the event, at any time any competitor who has breached civil law, traffic regulations or acted in any manner not conducive to the smooth running of the event or where unacceptable behaviour brings the event into disrepute. Such a decision is at the sole discretion of the Stewards.

### 4.3 Entry Documentation & Fees

- I. **Opening Date:** 1<sup>st</sup> February 2021
- II. **Closing Date:** 22<sup>nd</sup> September 2021 (Late entries may be accepted after the closing date 14<sup>th</sup> October if received via a formal written application and at the sole discretion of the organisers.)
- III. Entries to be sent to the rally secretariat on the address in section 3.1.
- IV. **Entries limited to a maximum of 65 cars.** If in the instance of the entry being fully subscribed the organisers may allow entry on a reserve list. The Organisers may only grant permission

for these reserve cars to start the event. The minimum entries required to run the rally will be 20 cars.

V. **Entry documentation to be checked are (for Both Driver and Co-driver):**

- a. Entry Form Duly Completed and Signed
- b. International or National Competition Licence
- c. Driving licence issued from your country of residence.
- d. Personal Accident Insurance Cover
- e. Passports and Entry Visa to Kenya
- f. Trauma Care medical evacuation plan.
- g. Car Registration Documents
- h. Carnets and contents list for all vehicles
- i. 3rd Party Insurance (available and payable at documentation)

VI. **Entry fees** for the event are as follows:

US\$ 8,000 (eight thousand)

**Entry fee payment schedule:**

*PAYMENT OF ENTRY*

- |   |            |
|---|------------|
| a) Upon application / registration (Non-refundable) | US\$ 500   |
| b) 1 <sup>st</sup> Instalment – 31st May 2021       | US\$ 2,500 |
| c) 2 <sup>nd</sup> Instalment – 30th June 2021      | US\$ 2,500 |
| d) 3 <sup>rd</sup> Instalment – 31st July 2021      | US\$ 2,500 |

VII. **Entry application:** After entry form submission 'Entry Invoices' are issued including Bank transfer details.

VIII. **Entry Refusal:** The Organisers reserve the right to refuse any entry application, and in such a case any fee accepted will be refunded.

IX. **Entry Cancellation, Non-Payment of fees:** In the event a competitor cancels his entry or non-payment of fees by the due dates the following refunds will apply:

- |  |  |
|--|--|
| a) Withdrawal before 1 <sup>st</sup> August 2021 | Refund (less bank administration fee)    |
| b) Withdrawal after 1 <sup>st</sup> August 2021  | No refund (Discretion of the organisers) |

Event Cancellation: In case the event is cancelled by the organiser's, entry fees paid, will be refunded in full minus the administration fee of US \$500.

X. **Entry Fee** - The entry fee will include the following:

1. One twin room at every rally HQ night stop.
2. Welcome party tickets: Twelve (12) tickets for registered team.
3. Prize-Giving Tickets. Twelve (12) tickets for the registered team.
4. Welcome Pack for both driver & co-driver
5. Trauma Care Plan – (Emergency evacuation insurance cover)
6. Access to rally HQ and service areas.
7. Professional medical assistance on the route and within the night halts.

8. Recovery service to nearest end of competitive section (for competitors) with restrictions.
- XI. **Retirement from the Event:** At a point when the competitor retires from the event, he relinquishes all rights and benefits of the competitor. All hotel bookings, prize giving tickets will still be valid for the duration of the event.
- XII. **Hotel Extras:** The competitors are responsible for payment of any extras like drinks, telephone calls, laundry etc. at any of the event night stopovers and rally hotel at the start and finish.
- XIII. **Personal Accident Cover:** for participating crew is compulsory and crews must produce evidence of PA Insurance cover for both crew members during 'signing on' procedures. Limited PA Insurance cover through a Kenyan Insurance company will be available as an option through the organisers at rates to be advised.
- XIV. **3<sup>rd</sup> Party Insurance:** Competitors must ensure that their car is covered for third party liability while driving on public roads and for the rally in Kenya. 3<sup>rd</sup> party insurance may be purchased through the organisers arranged insurance company.
- XV. **Team Registration and Team Award:** A team of not less than two and not more than five cars may enter on payment of US\$ 200 (or any equivalent currency) per car on or before 22<sup>nd</sup> September 2021.  
Any crew may only enter one team.  
The least accumulated score of the best two-team members will determine the winners of the team award.

#### **4.4 Additional Fees – Tracking | vehicle-to-vehicle communication units' installation**

**A deposit of KShs 30,000 / US\$ 300 must be paid in cash only at the administrative check before the event tracking unit can be installed.**

Deposits are refunded in cash at sight when the equipment is returned to the organiser in working condition. The organiser in the last Parc Ferme will dismount the units. If a crew retires the rally, it can dismount the units without causing any damage to the hardware and return it to the HQ, where after checking of the condition of the units, the deposit will be refunded.

#### **4.5 Nominated Crew & Car**

- I. The organisers may permit the change of crew or crewmember from those nominated on the entry form at any time before the rally with the written permission of the Clerk of Course. During the event, a crewmember can only be changed on medical grounds subject to confirmation by the event Doctor and the approval of the Clerk of Course. A change without permission of the Clerk Of Course will result in exclusion.

- II. The car nominated on the entry form may be changed before the event starts with the permission of the Clerk of Course / Stewards. In such a case there must be a valid reason to effect this change and subject to passing scrutineering.

#### 4.6 Entry Responsibility & Risk

- I. **Entrants and/or** Competitors take part entirely at their own risk. The Organiser declines liability in any accident caused by or to Entrants and/or Competitors' competing vehicles or their support vehicles and crew during the whole of the event. Any accident which may potentially give rise to a claim under any of the insurance covers must be reported in detail to the Secretary of the event in writing within 7 days of the finish of the last Day of the Rally.
- II. **The Organiser also declines the entrant's liability for breach of Laws and Regulations of the Republic of Kenya.** Competitors and/or any Team related drivers and/or Entrants will be entirely responsible for any accident or breach of law(s) in which they may be involved and must submit a report in writing to the Organiser including all details relevant to any incident from which any liability may arise, and the Organiser will be indemnified in regard to any liability to any person whatsoever. **Entrants and/or Competitors take part in the competition entirely at their own risk.**
- III. In exchange for being able to attend or participate in the event, Entrants agree to relinquish East African Safari Rally Limited, its promoters, sponsors, landowners and lessees, organisers of the event, officials, servants, representatives and agents free of any and all liability for death, personal injury, psychological trauma, loss or damage howsoever arising from their participation in or attendance at the event, except to the extent as extended by local law.
- IV. Competitors attend or participate in the event at their own risk. Entrants and/or Competitors and Support Crews will have no claim against the Organiser or owners of Private property arising out of any action (s) or default of or by them, their servants or officials, before, during or after the Rally.
- V. Under no circumstances will any entrant, driver, service crew, or official admit any liability or sign any form of paper, which may admit or imply liability after any accident or incident which may arise.
- VI. The insurance cover will come into effect from the official start of the rally and will cease at the official end of the rally or at the moment of retirement or exclusion of a competitor.
- VII. Service vehicles, even those bearing special plates issued by previous or other rally organisers, are not considered as official participants in the rally and are therefore not covered by the insurance policy of the rally and will remain the sole/ legal responsibility of their owners.

VIII. Any proceeding or act prejudicial to the interests of both ASN's and that of East African Safari Rally Limited or of motor sport generally shall be deemed a breach of the regulations. Disciplinary action may be taken against offenders. By way of clarification, it is confirmed that the following shall be included in the definition of "prejudicial acts" as per the above:

- a. Intimidation, either on track or off track.
- b. Verbal and/or physical abuse.
- c. The distribution or publication via email, cell phone text messages or Internet website and social media of comments which may be deemed abusive and/or slanderous and/or demeaning and/or inappropriate.
- d. Acts (including comments and or gestures), which would reasonably be considered by the general public to be offensive or inappropriate.

## Art. 5- Description of the Route

### Mileages

Competitive	[2,000KM]
Transport	[2,200 KM]
Total	[4,200KM]

- I. The event will cover a total distance of approximately 4200 km retracing many of the classic Safari Rally routes in and around Kenya. All Competitive sections are comprised of gravel roads, which are 'open' to general traffic. The event is separated into 3 stages per day, over 8 days (not counting rest day)
- II. The route will be described in form of a road book, with one book per day and will be described using detailed tulip diagrams with relevant information to ensure safe passage. Extreme care will be taken to ensure any changes in the road conditions are communicated via an official event bulletin.  
**It is compulsory to follow the itinerary of the road book.**
- III. In the instance of road blockages or mud holes, deviations of up to 150 meters from the prescribed rally route as determined by either the tracking system GPS data or by physical measurement by a rally official on either side will be allowed. Exceeding 150 meters from the prescribed route and against rally direction, will be deemed as 'leaving the prescribed rally route'. (Refer to penalties)
- IV. As the rally is run to a secret route, route information will be issued during the day preceding each leg of the Rally.

## Art. 6- Scrutineering

### 6.1 Scrutineering

- I. Scrutineering will take place as per the event program.
- II. No car will be allowed to start if it does not meet the minimum safety requirements, as laid down in these regulations.
- III. The following mandatory documents will be checked at Scrutineering:
  - a. FIA Homologation Documents - It is the obligation of the Entrant / Crews to provide FIA Group 1,2,3,4, Group A or Group B 'period applicable' homologation papers of the car entered and of its relevant date of manufacture and / or any other documentation required to prove the validity of any modification used in the car to show this was from that period.
- IV. Aside from the vehicle & safety requirements as per Appendix K, the following mandatory safety equipment will be checked and should be securely fastened:
  - a. FIA approved racing helmets and F.H.R (refer to Art 7i)
  - b. Crew Safety Apparel.
  - c. Two reflective warning triangles.
  - d. A First aid kit approved by the organisers.
  - e. At least two fire extinguishers of 2kg each capacity.
  - f. Displayed Road legal licence & insurance.
  - g. SOS/OK board.
- V. Cars will be re-scrutineered once they restart after missing a stage or a day. Request to restart scrutineering must be handed in writing to the CRO on the same day and the Organisers will thereafter advise the time for re-scrutineering.

### 6.2 Advertising

- I. **Organiser advertising is compulsory** and must be attached to the positions on the car bodywork as per Appendix C. Start decal packs are issued during the documentation process (except in the instance of accepting additional entry charges 6.2 VIII refers).
- II. **Decals must not be cut** in any way before attaching to the car unless alterations are first approved by the Chief Scrutineer. Refer to penalties.
- III. **Door Decals:** A space of 52 cm x 52 cm on the front doors of the car must be kept free for organisers advertising and competition numbers. The central part of the roof must also be kept free for competition number 52 cm x 52 cm to enable identification of the vehicle from the air. These will be supplied by the organisers at documentation and must be removed or cancelled upon retirement from the rally.
- IV. **Country of Origin Decal:** The country of origin of the driver must be written centrally on the roof above the windscreen in letters not less than 7cm high (e.g., SWEDEN, KENYA).

- V. **Driver Names:** The driver and co-drivers name should be written on both rear side windows of the car in letters not more than 7 cm high. The flag of the country of origin of the driver and co-driver must also be displayed on the same window or on the front wings ONLY if approved by the Chief Scrutineer.
- VI. **Blood Group:** It is mandatory for the blood group, of both the driver and co-driver, to be displayed beside the drivers' names.
- VII. **Left Hand Drive Vehicles:** A "Caution LHD" sign is to be affixed to all left-hand drive vehicles.
- VIII. **Decal loss:** It is an obligation of entrants to ensure that any damaged or lost compulsory sponsors stickers are replaced as soon as possible. Absence of the sticker may be reported to the Stewards. Refer to penalties.
- IX. Anyone not displaying the Organisers advertising decals (except the compulsory three Rally number decals and two event bonnet and boot decals) may be accepted subject to paying an exception fee of **US\$ 3,000** to the Organisers prior to the close of Scrutineering.

### 6.3 Tracking and vehicle-to-vehicle communication

- I. It is mandatory that each competitor have properly installed tracking and vehicle to vehicle communication system on board of the rally vehicle and competitors are obliged to provide and power source for this tracking device as required by the Tracking Company.
- II. The fitting of antennas for GPRS / radio / GPS unit is compulsory.
- III. The organiser at Scrutineering installs the system. See Appendix C for details of installation.
- IV. If any car is found with faulty wiring which may hinder the correct operation of the tracking device and has not been corrected, the matter will be reported to Stewards for action.

### 6.4 Sealing

- I. **The engine block and chassis must be sealed/marked.** These components are not allowed to be changed during the event and will be marked at scrutineering. The scrutineers may check seals and/or sealing markings at any time and at the end of the rally may disassemble the parts to check their conformity.
- II. Crews who need to change the engine block must file a written request to the Clerk of the Course for allowance. Only after such allowance is given and the scrutineer breaks the seal / marking, the crews may start the replacement. After replacement of the engine block, the car must be re-scrutineered, and the new engine block must be sealed / marked. Change of engine block can only be done in the Flexi service, after the last competitive stage of the Leg. A change of engine block can only be done ONCE. However, any further engine block changes are subject to approval from the Clerk of

- Course but the entrant will not be classified in the main event classification but can be classified as a finisher.
- III. In case allowance is given and the engine block is changed, a fixed penalty of 4 hours will be applied. Refer to penalties.
  - IV. If an engine block is changed or the seal / marking is broken without the written approval of the Clerk of Course, the crew will be excluded from the rally. Refer to penalties.
  - V. Under no circumstances may the chassis be changed.

## Art. 7- General Obligations

- I. Competitors Safety Apparel
  - a. The wearing of helmets by both crewmembers is compulsory during all competitive sections.
  - b. The wearing of approved F.H.R (Frontal Head Restraints) HANS or Simpson Hybrid system is compulsory during all competitive sections.
  - c. The wearing of at least a fire-resistant suit including fireproof under wear is compulsory unless the Competitor(s) have agreed to and signed an organiser Risk Disclaimer document prior to the event start. We encourage competitors to wear safety overalls.
  - d. The wearing of safety harnesses (seat belts) is mandatory whenever the vehicle is in motion (Except in a service park). Appendix B 2.12 Refers.
- II. **COMPETITORS CONDUCT:** It is the sole responsibility of the competing crew to ensure that all service personnel including immediate families who are following the event, act in a manner that does not bring the event into disrepute and also against any rally official. Refer to penalties.
- III. **COMPETITOR ASSISTANCE:** In the spirit of the event, the organisers will allow a fellow competitor to assist by means of towing / recover, till the end of the competitive stage in which the recovery is required.
- IV. **RECONNAISSANCE:** is not permitted. Pre-event cars sent to check the route are also strictly forbidden.
- V. **PACE NOTES:** The use of any form of pace notes or any form of directional notes not supplied by the organisers is banned. Anyone found using such notes may be excluded from the event. Searches of the car and driver's luggage will be organised at random points to ensure compliance with this regulation.
- VI. **GRAVEL NOTE CARS:** Gravel note cars are strictly forbidden. The Clerk of Course will have additional officials inspecting the route before the date of the route being used and these officials will take photos and try to identify any advance (Gravel Note or similar) car and find the link to the competitor concerned. Refer to penalties.



- VII. Any competitor or group of competitors who have been identified to gain an advantage by information provided from a 'Gravel Note crew' or similar purpose cars may be disqualified by the Clerk of Course. The Clerk of Course further exercises the right to carry out spot checks during the course of the rally.
- VIII. **TYRES:** The maximum number of tyres permitted is 40 (forty). Studded tyres or slicks are not permitted. The maximum diameter of the tyre must not exceed 670 mm and only 'commercially available' rally type tyres are permitted.
- IX. **FUEL:** Fuel must conform to normal pump fuel as available in Kenya. Octane enhancers are permitted. AVGAS is also permitted and competitors using and transporting AVGAS may do so at their own responsibility and risk.
- X. **AIR SUPPORT:** The use of helicopters or aircraft during the rally is strictly forbidden. (Refer to Penalty Appendix A P21)
- XI. **GPS DEVICES:** GPS devices are not compulsory but highly recommended.

## Art. 8- Running of The Rally

### 8.1 Timing Format & System

- a) Official time for the Rally will be GPS time.
- b) **SECTION TYPES:** The route will be divided into three types of sections – road, service and competitive sections.
- c) **TIMING FORMAT:**
- I. All road section times will be recorded in Hours: Minutes [00:00]
  - II. All competitive sections will be recorded in Hours: Minutes: Seconds (00.00.00)
  - III. Starting intervals will be subject to change depending on the stage length, expected speeds and available day light.
- d) **MAXIMUM PERMITTED LATENESS TO CHECK IN AT A TIME CONTROL (T.C):** Any lateness exceeding 30 minutes of any individual target time at a time control or an accumulative lateness exceeding 60 minutes at the end of each leg (day) will result in the competitor concerned being considered to have retired at that control and the total penalty accrued for late arrival shall be that for 30 minutes lateness. The crew may nevertheless re-start the rally under the provisions specified in these regulations. In calculating such lateness time, the actual time and not the penalty (1 minute per minute) apply.
- e) Early and Lateness penalties apply – Refer to penalties.
- I. **Lateness:** At start of Day and Regroup OUT TC's it is expressed as Lateness. You have 15-minute lateness at these TC's. I.e.

- However, in the spirit of the event you may start the stage if maximum day lateness has not expired. Actual start of the stage will be determined by the time controller.

**ii. Lateness in Sections:**

- You are given a 'target time' for the transport/service section, which is calculated generously to allow you not to have to exceed speed limits and takes into account traffic conditions also allowing reasonable service time on the relevant sections. (Late arrival is 1 minute per minute late.)
- There is a maximum time given for the competitive sections. This is necessary to be able to control the overall timing of the day. This maximum time is calculated in such a manner that every competitor should achieve it as long as he/she does not have a problem. The maximum time will be clearly indicated on the time card. The Clerk of Course is allowed to extend lateness throughout the day if the need arises.

f). **Virtual Passage Controls (VP) & lateness of a competitive stage:** Virtual passage (VP) control maybe be established to ensure all competitors stay on the route. VP will be indicated in the road book. Penalty for missing a VP is 10 mins.

I.**DNF – DID NOT FINISH:** The competitor obtains the status DNF, if he retires from a competitive stage or does not finish within his Maximum time allowed.


II.**DNS – DID NOT START:** If a competitor does not start one or more competitive stage/s they automatically obtain a DNS (refer to penalties).

g). Every night Parc Ferme rules will apply for which there will be a penalty for not reporting at your due time. No car may be pushed in to Parc Ferme.

## 8.2 Time Cards

- I. **TIME CARDS:** At the start of each day, competitors will receive a time card, where officials of the event will enter the times of passage from each Time Control. The crew is solely responsible for the safe keeping of these cards and the penalty for loss of the time card may be exclusion. Any amendment or correction in these cards may only be carried out by an official of the event and may result in exclusion if not done by an official.
- II. It is the sole responsibility of each team to calculate its personal closing time of control in each road and competitive sections.

- III. **CHECK IN TIME:** This is obtained by adding the target time for the road section to the competitive section finish time or the previous TC time, these times being expressed to the minute.

 <h1 style="text-align: center;">LEG 1 TIME CARD</h1>															
<b>TC 0</b>	<b>ACTUAL START</b> <table border="1" style="margin: auto;"> <tr><td>H</td><td>M</td></tr> </table> TC 0	H	M	<b>TARGET TIME</b> <table border="1" style="margin: auto;"> <tr><td>H</td><td>M</td></tr> <tr><td>00</td><td>50</td></tr> </table> TC 1	H	M	00	50	<b>COMPETITOR USE</b>						
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H	M														
<b>SS 1</b>	<b>MAX TIME:</b> <b>02:30</b>	<b>FINISH TIME</b> <table border="1" style="margin: auto;"> <tr><td>H</td><td>M</td><td>S</td></tr> </table>	H	M	S	<b>COMPETITOR USE</b>									
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<b>TC 2</b>	<b>PROVISIONAL START (+3)</b> <table border="1" style="margin: auto;"> <tr><td>H</td><td>M</td></tr> </table> <b>FINISH ORDER</b> <table border="1" style="margin: auto;"> <tr><td> </td></tr> </table>	H	M		<b>ACTUAL START</b> <table border="1" style="margin: auto;"> <tr><td>H</td><td>M</td></tr> </table> <b>NET TIME</b> <table border="1" style="margin: auto;"> <tr><td>H</td><td>M</td><td>S</td></tr> </table>	H	M	H	M	S	<b>TARGET TIME</b> <table border="1" style="margin: auto;"> <tr><td>H</td><td>M</td></tr> <tr><td>01</td><td>45</td></tr> </table> TC 2	H	M	01	45
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<b>SS 2</b>	<b>MAX TIME:</b> <b>01:45</b>	<b>FINISH TIME</b> <table border="1" style="margin: auto;"> <tr><td>H</td><td>M</td><td>S</td></tr> </table>	H	M	S	<b>COMPETITOR USE</b>									
H	M	S													
<b>TC 2B</b>	<b>PROVISIONAL START (+3)</b> <table border="1" style="margin: auto;"> <tr><td>H</td><td>M</td></tr> </table> <b>FINISH ORDER</b> <table border="1" style="margin: auto;"> <tr><td> </td></tr> </table>	H	M		<b>ACTUAL START</b> <table border="1" style="margin: auto;"> <tr><td>H</td><td>M</td></tr> </table> <b>NET TIME</b> <table border="1" style="margin: auto;"> <tr><td>H</td><td>M</td><td>S</td></tr> </table>	H	M	H	M	S	<b>TARGET TIME</b> <table border="1" style="margin: auto;"> <tr><td>H</td><td>M</td></tr> <tr><td>01</td><td>30</td></tr> </table> TC 2B	H	M	01	30
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H	M														

### 8.3 Time Controls

- I. **CONTROL SIGNS:** FIA type signs will identify all controls.
- II. **CONTROL STOP TIME.** The stopping time at a time control must not be more than necessary to complete the control operations. Any non-starting car in the control area must be pushed out immediately.
- III. **CONTROL ARRIVAL DIRECTION:** The car and crew must arrive at Control points in the direction indicated in the Road Book. Refer to penalties.
- IV. **REVERSING IN A CONTROL AREA:** If competing vehicles fail to stop aligned with controls, it is forbidden to reverse the vehicle as a correcting measure. Refer to penalties.
- V. **CONTROLS WILL OPEN** 15 minutes before the first car and close 15 minutes after the due time of the last car running on its maximum. The maximum closing time is the sum of the stage maximum times and the road target times. The Clerk of Course retains the authority to modify opening times by bulletin should the need arise.
- VI. **CONTROL CLOSING:** Any crew arriving at a control after their maximum lateness has expired, or after the control has closed will be penalised (refer to penalties). The Clerk of Course retains the authority to modify closing times by bulletin should the need arise. For safety reasons the Clerk of Course retains the right to close the start of any competitive control if it is deemed that it is not possible to complete the competitive section before dark.
- VII. **FINAL CONTROL OR REGROUP CONTROL EARLY ARRIVAL:** at the end of any day early check-in will not incur a penalty.
- VIII. **EARLY AND LATE ARRIVAL PENALTIES:** At any other control are as follows:
  - a. Road sections: 1 minute per minute late  
2 minutes per minute early
  - b. Competitive Sections: [Hrs: Mins: Secs]

### 8.4 Missing of Competitive Sections & Retirement

- I. **MISSING COMPETITIVE SECTIONS:** Drivers are permitted to miss competitive sections. Refer to penalties.
- II. Missing a stage is defined as not reporting to the start of the stage within the competitors due time (including maximum permitted lateness at the stage start).
- III. Any crew that wishes to retire from the rally must officially inform the rally control in writing and hand in their time card and tracking system.
- IV. Drivers will be permitted to miss a maximum 50% of the total distance, collectively or individually with penalties as specified in these regulations. Any drivers that have not completed 50% will not be allowed to continue, however in the spirit of the rally the Clerk of Course will have absolute discretion.

- V. **COMPETITION NUMBERS:** Must be removed or cancelled upon retirement from the rally. The same applies for all such stickers issued for the service vehicles.

## 8.5 Road Books

- I. Each crew will receive a road book per day.
- II. Each book will include information for each stage, including a stage map.
- III. Road books for each day will be issued the evening before at Holding In at the end of each leg, except Day 1 will be issued at drivers briefing on Sunday 31<sup>st</sup> October 2021.
- IV. Additional road books will be made available at a fee of USD 100 per set (8 books) payable at documentation. Each day's book will be issued the evening before. A request form will be distributed closer to the event.

## 8.6 Bulletins and Communications

- I. Bulletins and communications posted to the official Notice board displayed at the Rally Headquarters and on the Digital Notice Board will thereafter be deemed officially posted.
- II. Bulletin(s) and Communications issued prior to the event will be sent by e-mail to entrants and posted on the official website.
- III. Urgent Clerk of Course Communications may be issued via text or a suitable mobile App to the mobile phone each crew has registered with the organisers and which must be turned on at all times.
- IV. Urgent Communications may also be brought to the attention of the competitors by stage start controllers in which instance the competitor may be required to sign to confirm they have read and understood the bulletin.

## 8.7 Holding Area

- I. The organisers will establish "Holding Areas" at locations along the event route and at the final control of each day primarily to allow the service vehicles time to travel safely along the route.
  - a. Holding areas operate under Parc Ferme rules.
  - b. Cars are held in Holding Areas according to an organiser allocated "Target Time".
  - c. Early checkout from the Holding Area into Service is only possible without penalty at the end of each day.
  - d. The holding area 'out time' must be recorded to the time card as being the actual time out and NOT the 'scheduled' time out.
  - e. Refer to penalties for late exit from holding area & road sections.
  - f. At the end of the day a designated service crew wearing a tabard with the number of the car in question are permitted to check out their vehicle from a holding area on its due time or earlier without penalty. A vehicle may be pushed out of the holding area or towed with the permission of an official (without penalty).

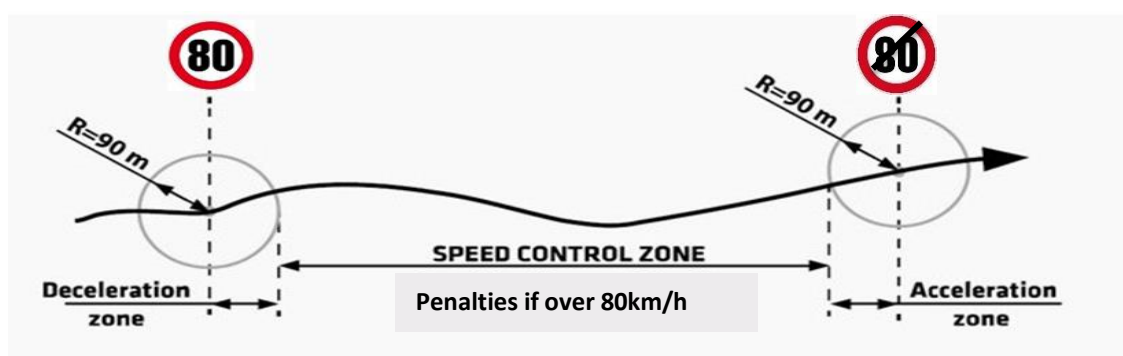
- II. A member of the service crew may return the car from the Service Area to the Parc Ferme ensuring that all control procedures are completed with the time card.

## 8.8 Stage Safety

- I. **OPEN ROADS:** Road, Service and Competitive sections are generally held on open roads. All competitors are warned that there are other road users on the competitive sections, and it must be deemed live at all times.
- II. The organisers will deploy stage marshal teams into stages and specifically used to control public traffic movement and act as official organiser assistance vehicles where the need may arise and assist all competitors.
- III. **OUTSIDE ASSISTANCE** maybe given by any rally official or competitor in a competitive section. Assistance by an official is limited to helping around or over obstacles. This will not include the providing of spare parts or any such motor component.
- IV. In addition to this, assistance from spectators will be limited to helping around or over obstacles. This will not include the providing of spare parts or any such motor component.
- V. **VEHICLE-TO-VEHICLE COMMUNICATION SYSTEM :**
  - a. In order to make overtaking between competitors safer, a vehicle-to-vehicle communication system will be fitted to each vehicle.
  - b. This system must be in operation throughout the running of each leg and must be connected directly to the battery of the vehicle, with no possible interruption.
  - c. The operation of the system is the responsibility of the competitor. If it is noted that the system is not in operation through the fault of the crew, a penalty of 1 hour will be applied and the offence reported to the stewards for possible further action.
  - d. A crew that fails to respond to an overtake request will be reported to the stewards, who may penalise that crew and / or another crew belonging to the same competitor if it gained an advantage.
  - e. Instructions for use of the unit are available under Appendix E.
  - f. The unit must be fixed in the vehicle in such a way as to the co-driver to use it while seated with tightened seatbelts.
- VI. In the spirit of the event, a car with gearbox problems in a Competitive Section (CS) may drive in the direction of the rally route in reverse gear.
- VII. **ACCIDENTS:** However, minor ALL accidents must be reported to the controller at the end of that section and the Clerk of Course, failure to do so will result in a penalty of 30 minutes.
- VIII. **ADVANCE SAFETY & ZERO CAR & STAGE MARSHALS:** The organisers will provide course opening car or cars and stage marshals who will act as course sweepers.

## 8.9 Speed Control Zones

- I. May be established in either Competitive or Road sections by way of a clearly marked speed zone in the road book and displaying a rally signboard.
- II. Competitors may not claim to be unaware of either entering or exiting speed control zones.
- III. **ENTERING SPEED CONTROL ZONES:** The start of a speed control zone registered in the GPS tracking system will be indicated in the road book by a box with signs described in the table of signs.
  - a. A distance of 90 meters after entering a speed control zone is considered to be a deceleration zone (the zone of tolerance)
- IV. **EXITING CONTROL ZONES:** The end of a GPS speed control zone will be indicated on the road book by a box with a sign, described in the table with symbols.
  - a. 90 meters before the exit of the speed control zone will be considered a zone of tolerance to avoid arguments concerning the measuring of speed. Competitors can reaccelerate from this point. The exit point of the speed control zone is a compulsory point of passage.



- V. **SPEED CONTROL ZONE PROTOCOLS.** In areas defined as speed control zones, the speed of competitors is limited to what is described in the road book.
  - a. The presence or absence of signposts indicative of speed limits can on no account serve as an argument in case of dispute.
  - b. Overtaking is authorized on condition that the maximum speed authorized in the zone is not exceeded.
  - c. Ground based 'speed detectors' or evaluation of the GPS tracking log can manually determine speeding within speed control zones.
  - d. Based on the GPS vehicle position records, an average speed between each data point may be calculated.
  - e. A tolerance of 10% is added to the average speed or to the radar measured speed to determine the maximum allowed speed. The maximum allowed speed in a



speed control zone is the basis for determination of the speeding. An infringement occurs by exceeding the maximum allowed speed.

The penalty for speeding per each km/h over the maximum allowed speed in the speed control zone as follows:

- I. Between 1 and 5 km/h: 10 seconds per each km/h
- II. Between 6 and 15 km/h: 20 seconds per each km/h
- III. Between 16 and 40 km/h: 30 seconds per each km/h
- IV. Above 41 km/h: 1 minute per each km/h

If the competitors disagree with the infractions noted, they must make a written protest following the rules laid out in these regulations.

- f. In the instance of several infringements recorded within the same speed control zone, penalties will be totalled and applied as a single infringement.
- g. Repeated speeding offenses will result in financial penalty and potential exclusion at the Stewards discretion. Refer to penalties.

## 8.10 Service Arrangements & Overnight Stops

- I. **TECHNICIANS AND TABARDS:** At any service point or at the end of the day service the maximum persons allowed to work on the rally car are four (4) and they must wear the vest/tabard supplied with the rally car number. The driver and co-driver may work on their car without restriction during the event except in areas operating under 'Parc Ferme' restrictions or between competitive arrival and start/end controls.
- II. **SERVICE REGISTRATION:** Each competing vehicle must submit a Service Registration Form to register a maximum of two (2) Service vehicles and one (1) Auxiliary vehicle. Competitors must nominate a maximum of eight (8) team members. One of the crew should be nominated as a team manager. Service Registration procedures for the service vehicle and mechanics must be completed in the Rally Office prior to Scrutineering.
- III. **AUXILIARY VEHICLE:** The designated auxiliary vehicle will only be allowed to transport any additional spares, fuel, tyres, baggage, etc.
- IV. **NON-REGISTERED CARS:** You may register ONE guest / non-registered vehicle. This is a vehicle carrying Family and / or Team associated persons (sponsors, friends, well-wishers, wives, children etc.) are permitted to follow the Rally (hereafter referred to as 'non-registered persons and vehicles').  
Non-registered persons and vehicles are not allowed to carry spare parts, fuel, tyres nor any other elements to assist competitors except medical emergencies.  
Non-registered persons are NOT allowed to work on or assist competing cars in any capacity (not even to clean the windscreen) except medical emergencies.



It is permitted for non-registered persons and vehicles to carry food, drinks and baggage for the competitors.

If a Judge of Fact or Senior Event Official identifies (with any kind of proof) a non-registered person(s) or vehicle(s) carrying spare parts, tyres or any equipment identifiably linked to any Competitor then the associated competitor will be penalised.

- V. **SERVICE AREA SCHEDULE:** An overview map for service vehicles will be issued and service area locations advised two weeks before the event.
- VI. **SERVICE AREAS:**
- a. Service Areas as notified within Service Road Books are the only locations where service Crew may undertake Rally Car service. In the instance where service location information conflicts between 'road' and 'service' books the service book information is primary.
  - b. Service crews and or registered service vehicle are not permitted on the competitive section under any circumstance. Service crews may not establish 'spares drop points' or leave spares, tyres or fuel at any point along the prescribed route. Refer to penalties.
  - c. The penalty for driving against rally traffic in a competitive section by the Service crew cars and or friends/ family cars of a competitor may extend to the Competitor being excluded.
- VII. **GROUND SHEETS:** For environmental concerns GOUNDSHEETS are compulsory at ALL service points, be it on the road/service sections and at the 'end of day 'services. The size of the ground sheet must at least cover the area of the rally car. Refer to penalties.
- VIII. **LITTERING:** Teams must collect and dispose of litter of all kinds responsibly. Indiscretions will be reported to. Refer to penalties.
- IX. **DRIVING STANDARDS:** Competitors are responsible for the actions/behaviour of their service crew and other team or team associated vehicles (for example family vehicles).
- X. **SERVICE SUPERVISORS:** The organisers may appoint persons with the designation of Service Area Supervisors who are designed as being "Judges of Fact" to identify and report Service Regulation infringements to the Clerk of Course to apply penalties as per the regulations.
- XI. **SERVICE ZONES:** At each end of day rest halt a "Service Zone" adjacent or near to the Parc Ferme will be set up.
- a. All Competing Cars must be serviced and repaired within the Service Zone limits.
  - b. **Non-compliance will be reported to the Clerk Of Course and penalties may be applied.**
  - c. Should any vehicle need specialist repairs, equipment or assistance the entrant may request permission to remove a Competing Car from the 'Service Zone' to undertake 'outside' repairs.

- d. Reasoned requests to remove a car from Parc Ferme must be submitted in writing to the Clerk of Course or a Deputy Clerk of Course and or Technical Delegate. If granted a written permission reply will be given including any limitations the Clerk of Course or Deputy Clerk of Course may decide to impose. Penalties for late return into Parc Ferme as per the regulations will apply.
- XII. **END DAY SERVICE TIME ALLOWED:** At the end of every day's competition there will be a maximum of **two hours** allowed for service. Penalties for late arrival into Parc Ferme will apply (Refer to penalties). There is no penalty for early check in into any end of the day Parc Ferme.
- XIII. **FLEXI SERVICE:**
- a. 30 min mandatory holding still applies, flexi service thereafter up to and not later than 23:00 hrs. (E.g., your car latest time out of holding shall not exceed 21:00 hrs.) penalties applicable thereafter. Refer to penalties.
  - b. When the service commences, the start time of actual service will be marked on the time card by the rally official. It is the competitor's responsibility to obtain this time from the rally official. The competitor is likewise responsible for all entries on that time card.
  - c. Early check-in at the time control after flexi-service is permitted without penalty.
- XIV. **OVERNIGHT STOPS:** Every night there will be 'Parc Ferme' enforced at all overnight stops for which there will be a penalty (Refer to penalties) for not reporting to the Parc Ferme at your due time.
- XV. **REST DAY SERVICE:** During the rest day 'Parc Ferme' will be open for crews to withdraw the car and service only from 07h00. All rally cars should be withdrawn from the Parc Ferme between 07h00 and 08h00.
- Maximum service time allowed is 5 hours.** The latest time to withdraw from Parc Ferme is 08h00 and must return to Parc Ferme 13h00 at the latest. Non-compliance with this regulation will be reported to the Clerk of Course and the penalty may go as far as exclusion. Competitors may request permission to road test cars. Permission will be given subject to discretion of stewards.
- The 'road testing driver' agrees to be bound to impose KWS rules and regulations of the park.
- Road testing will only be permitted as a privilege, not a right.

### 8.11 Restarting & Start Order

- I. In case of retirement caused by going OTL, the competitor will be allowed to restart after the next overnight regroup (Parc Ferme). The relevant time penalty will be applied from the TC at which the competitor concerned has exceeded the maximum permitted lateness.

- II. Penalties for restarting are as follows:
  - a. For each competitive section missed, the crew will receive a maximum time of the section published in the final itinerary.
  - b. A time penalty for the maximum lateness permitted will be applied from the TC at which the competitor concerned has abandoned the leg.
- III. **START ORDER:** The organisers will establish the starting order for the first day of the rally. Competitors will be divided into seeded groups and will be reseeded daily within their group. The start order of every subsequent day will be according to the ranking from the previous leg within your seeded group. Such start lists are subject to approval from the panel of stewards. For the final day, the start order will be based on your overall general classification.
- IV. **SEEDING PROCEDURE:** The organiser will use data from previous classic events in order to determine classifications. Seeding will be based on groups to be announced at close of entries.
- V. A change in seeded groups will occur at the discretion of the Clerk of Course upon reviewing timing results for each day's stage and furthermore grounds of safety may impose additional seeding adjustment.
- VI. Any requests for change in seeding must be done in writing and must be signed by the relevant competitors who have no objection. Such requests will be accepted no later than 30 minutes after posting of each subsequent start.

## Art. 9- Results & Protest/Appeals

- I. **End of Day results** will become final at the time results of the next day are published (Except for the final day).
- II. **End of day provisional results.** Will be posted as soon as is practical on the Official Notice Board at the overnight halt. Any inquiry on the times of these results must be submitted in writing to the Clerk of Course before any subsequent seeding is established. No query will be considered after 30 minutes period has expired from time of publication.
- III. **End of event Final results.** Results will be declared final 30 minutes after the posting of provisional results. No query will be considered after the 30-minute period has expired.
- IV. **TIEBREAKER** In the instance of a 'Result tie' times will be compared on the first and sequentially subsequent Competitive Sections until a 'winner' can be declared.
- V. All protests must be submitted in writing where applicable at any time during the event except those regarding results, which must respect Art 9iii. Together with the fees as mentioned below:
  - a. **Protest and protest fee.** The Protest fee is set at US\$ 1000 (or equivalent amount in another currency) payable in cash at the time of handing in the protest in writing to the Clerk of Course.

- b. **Technical protests.** In the instance where protest investigation involves dismantling another competitor's vehicle the claimants protest submission must include an additional deposit of US\$ 2,000 (or equivalent amount in another currency).
  - c. **Technical protest related expenses.** Costs incurred in relation to the transportation or investigation of vehicles will be borne by the claimant where the protest is proved unfounded or by the competitor if the protest is upheld.
- VI. **Clerk of Course decisions.** Clerk of Course decisions may be protested, investigated and adjudicated by the Stewards of the meeting. The Stewards decision on all matters is final and binding.

## Art. 10- PRIZES/AWARDS & PRIZE GIVING

The Prize Giving ceremony will be held at a Gala Party after the finish.

### 10.1 List of Awards

<b>Overall Awards:</b>	<b>1<sup>st</sup></b>	<b>Shekhar Mehta Memorial Award</b>
	<b>2<sup>nd</sup></b>	<b>Joginder Singh Memorial Award</b>
	<b>3<sup>rd</sup></b>	<b>Bjorn Waldergard Memorial Award</b>
	<b>4<sup>th</sup></b>	<b>Vic Preston Snr Memorial Award</b>
	<b>5<sup>th</sup></b>	<b>Nick Nowiki Memorial Award</b>
	<b>6<sup>th</sup></b>	<b>Peter Hughes Memorial Award</b>
	<b>7<sup>th</sup></b>	<b>Bert Shankland Memorial Award</b>
	<b>8<sup>th</sup></b>	<b>Johnny Hellier Memorial Award</b>
	<b>9<sup>th</sup></b>	<b>Jack Simonian Memorial Award</b>
	<b>10<sup>th</sup></b>	<b>Robin Ulyate Memorial Award</b>
<b>Class Awards:</b>	<b>1<sup>st</sup> / 2<sup>nd</sup> / 3<sup>rd</sup></b>	
<b>Finisher Awards:</b>	<b>To all finishers</b>	
<b>Supplementary Class:</b>	<b>1<sup>st</sup> / 2<sup>nd</sup> / 3<sup>rd</sup></b>	
<b>Team Awards:</b>	<b>1<sup>st</sup></b>	
<b>Merit Award:</b>	<b>Eric Cecil Memorial Award</b>	
<b>Spirit Award:</b>	<b>Jayant Shah Memorial Award</b>	

**Additional Merit & Spirit Awards will be given at the organiser's discretion.**

## APPENDIX A – PENALTIES

APPLICABLE PENALTIES					
PENALTY NUMBER	DESCRIPTION	TIME PENALTY	FINANCIAL PENALTY	EXCLUSION- CLERK OF COURSE DECISION	PENALTY SPORTING STEWARD –
P1	Early check in – Time control	2 min per min early			
P2	Late check in – Time control	1 min per min late			
P3	Late check out Parc Ferme (maximum lateness allowed 15min)	1 min per min late - max 15 min thereafter DNS			
P4	Late arrival into Parc Ferme: Maximum of 30 min (any lateness exceeding 30 min will be deemed a non-arrival)	1 min per min			
P5	Non- arrival in to Parc Ferme latest 2300 Hrs.	2 hours			
P6	After the cut off time 2300 Hrs.	4 hours			
P7	DNS – Did not start a Competitive Section (a competitor is deemed to have missed the section if the time controls at the start of the section is not visited. He must have started the day to miss any sections. If he does not start the day, then he misses the full day)	Maximum time of the stage x 2			
P8	Missing a TC at the start or the end of a Road / Service section	30 min penalty			
P9	Missing the whole day	Accumulation of the maximum time for competitive sections run plus 30 minutes			
P10	Missing a VP (Virtual Passage)	10 minutes			
P11	Late at the finish of a competitive stage (Exceeding the maximum lateness prescribed as per the rally itinerary)	Maximum time of stage			
P12	Penalty for reversing into a control – applies in the instance of 'overshooting' a control	5 min			
P13	Alteration to Time Card (Illegal)	120 min			

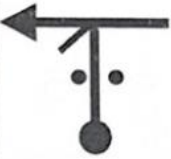






## EVENT REGULATIONS

## EAST AFRICAN SAFARI CLASSIC RALLY

P14	Loss of time card			Up to exclusion	✓
P15	Missing stamp or sign on Time Card			Up to exclusion	✓
P16	Deliberate delay or early departure from TC's or CS:	5 min per min			✓
P17	Speeding - road section (liaison)				✓
P18	Speeding (2nd Offence) - road section (liaison)	5 min & financial penalty	Ksh15,000.00		
P19	Speeding (3rd Offence) - road section (liaison)	60 min	Ksh30,000.00		✓
P20	Not Observing traffic laws			Up to exclusion	✓
P21	Unsporting behaviour by any registered member of the team	60 min			✓
P22	Non-compliance with the technical / safety requirements				✓
P23	Speeding in a control zone (competitive only)	1 min per km/h over		Start refusal	✓
P24	Repeating offences				✓
P25	Not following the officials' instructions				✓
P26	Forbidden reconnaissance			Up to exclusion	✓
P27	Not giving assistance in the event of an accident			Up to exclusion	✓
P28	Failure to report accidents	30 mins		Up to exclusion	✓
P29	Forbidden assistance	2 hours			
P30	Engine block replaced with Clerk of Course permission	4 hours			
P31	Engine block replaced without Clerk of Course permission	Exclusion			
P32	Monetary fines must be paid in full prior to restart	Exclusion			
P33	Deviating from the prescribed road book				✓
P34	Driving in excess of 150 meters in reverse gear in a 'CS' (Competitive Section') against rally direction. Where technical problems enforce driving in the direction of the rally in reverse gear, in order to complete a competitive stage this exception will be allowed.			Up to exclusion	✓

P35	Driving against rally direction, in a forward gear, in a 'CS' (Competitive Section')	Exclusion			✓
P36	Driving at excessive speeds in end of day service area			Up to exclusion	✓
P37	Non-compliance to event stickers (as per regulation)				✓
P38	Deliberate removal of the organisers / sponsors stickers			Start refusal	✓
P39	Failure to use a waterproof ground sheet per occasion		Monetary fine - 40% of entry fee		
P40	Failure to remove all garbage / used parts from allocated end of day service bay		KShs15,000.00		✓
P41	Service outside designated service zones		KShs 20,000/- (per offence)		✓
P42	Failure to observe an Over Take Request				✓

### APPENDIX G – ROAD BOOK

ROAD SECTION - DAY 1				
From :	WATERFRONT		Distance (Kms):	31.94
To :	OLETEPESI		Time Allowed Hrs:Min:	
DISTANCE		DIRECTION	INFORMATION	DISTANCE TO GO
TOTAL	PARTIAL			
0.00			T.L KAREN ROAD <div style="border: 1px solid black; padding: 2px; display: inline-block;">S 01° 19' 47.33" E 036° 42' 58.62"</div>	
1.44	1.44		T.L NGONG ROAD	30.50
2.90	1.46		SO	29.04
4.60	1.70		! NARROW 	27.34
5.47	0.87		SO SHADE HOTEL	26.47
8.47	3.00		BUMPS X2	23.47