



15-18 AUGUST 2024



EVENT REGULATIONS



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1. INTRODUCTION

1.1 Preamble

East African Mini Classic Rally 2024 is organised by East African Safari Rally Limited. The rally is organised in compliance with the 2024 FIA International Sporting Code and its appendices, the National Sporting Regulations and these Event Regulations and Appendices. The National Road Traffic Rules of Kenya shall apply.

In the event any item is not covered by these regulations the FIA Appendix K for Historic Rallies are valid as the regulation for this event. (Applicable to Classic Car Category)

Should any dispute arise as to the interpretation of these regulations, only the Panel of Stewards have the authority to decide.

Any Modifications, amendments and/or changes to these Regulations will be announced only by numbered and dated Bulletins (issued by the organiser or the Stewards).

The organizers reserve the right to interpret, change and supplement these Regulations and to cancel part of the itinerary or the complete rally. The organizer does not take any liability for damages and/or losses and/or harms both occurred to Competitors/Crews and/or their personnel and/or their accompanying persons and/or their equipment and caused by them damages and/or losses and/or harms towards third parties, through the whole duration of the Rally. By signing the entry form the Competitor/Crews, his personnel and his accompanying persons declare obey to these regulations as well as to traffic rules, fire safety and other applicable regulations at the Rally route.

1.2 Description of the Route

The event will start and finish in Eldoret 'the Home of Champions', the fifth largest city in Kenya with varying altitude from about 2,100m above sea level.

The rally will cover a total distance of approximately 1005 km, the competitive stages covering approximately 550Kms retracing many of the classic roads in the Cheregani Hills and Kerio Valley. The Competitive stages are comprised of unsurfaced roads which are 'open' to general traffic and greatest care is recommended. The event is divided into a maximum of 3 stages per day.

The Route will be described in a road book in the form of tulip diagrams, the prescribed route will be mandatory. Secret passage controls will be established to ensure compliance. As the rally is run on a secret route, route information will be issued during the day preceding each Leg of the rally.

In the instance of road blockages or mud holes deviations of up to 200 meters as determined by either the tracking system GPS data or by physical measurement by a rally official on either side will be allowed. Any deviations exceeding 200 meters from the prescribed route will be deemed as 'leaving the prescribed rally route'.

2. ORGANISATION

2.1 ASN Permit number
KMSF Permit No. 0493 Issued on: 13th March 2024

2.2 Organizers name and contact details

Permanent contact details of the organiser of East African Mini Classic Rally 2024 are:

East African Safari Rally Ltd
P.O. Box 14910-00800
Nairobi, Kenya

E-mail : info@eastafricansafarirally.com



2.8 Communication and the Official Notice Board

During the event, individual and general communication between all Rally Officials (Rally Control/COC, Rally Secretariat, CRO, Stewards, Technical Staff etc.) and the competitors/crew members will primarily and as far as possible be conducted via Sportity App.

As provided for in 2024 FIA International Sporting Code, Art. 11.9.4, the Official Notice Board will be the Digital Notice Board (DNB), available in the Sportity App and published also on the rally website at www.eastafricansafairally.com. There will be no physical official notice board. All competitors will be informed only by Sportity notifications about the publication of any documents on the Digital Notice Board. Sportity app is downloadable for iOS devices on Appstore and for Android devices on Google Play.



3. PROGRAMME

3.1 Schedule before the rally

Wednesday 12 June		
	Publication of Event Regulations	www.eastafricansafairally.com
	Opening date for entries	www.eastafricansafairally.com
Monday 15 July		
	Closing date for entries	See Art. 5.1
Wednesday 31 July		
	Closing date for late entries	See Art. 5.2
Thursday 1 August		
	Publication of Entry List	DNB

3.2 Schedule during the rally

Monday 12 August		
09:00-15:00	Administrative Checks and collection of materials and documents	East African Safari Rally Ltd Sapna Business Park, Unit S1, Nairobi
Wednesday 14 August		
12:00-17:00	Opening of Rally Headquarters	Sirikwa Hotel, Elgeyo Road, Eldoret
12:00-17:00	Administrative Checks and collection of materials and documents	Sirikwa Hotel, Elgeyo Road, Eldoret
Thursday 15 August		
08:00-16:00	Scrutineering / Component sealing / Tracker fitment for all competitors	Central Primary School, Ronald Ngala Street, Eldoret
16:30	Stewards Meeting	Sirikwa Hotel, Elgeyo Road, Eldoret
17:00	Publication of Start List for Leg 1	DNB
18:00	Team Managers & Drivers Briefing	Sirikwa Hotel, Elgeyo Road, Eldoret
Friday 16 August		
06:30	Start of Leg 1	Ronald Ngala Street, Eldoret
18:30	Stewards Meeting	Sirikwa Hotel, Elgeyo Road, Eldoret
19:30	Publication of Start List for Leg 2	DNB
Saturday 17 August		
06:30	Start of Leg 2	Sirikwa Hotel, Elgeyo Road, Eldoret
18:30	Stewards Meeting	Sirikwa Hotel, Elgeyo Road, Eldoret
19:30	Publication of Start List for Leg 3	DNB
Sunday 18 August		
06:30	Start of Leg 3	Sirikwa Hotel, Elgeyo Road, Eldoret



As cars arrive	Final Scrutineering	Central Primary School, Ronald Ngala Street, Eldoret
As cars arrive	Ceremonial Finish Podium	Central Primary School, Ronald Ngala Street, Eldoret
After arrival of last car	Stewards Meeting	Sirikwa Hotel, Elgeyo Road, Eldoret
17:00 or earlier	Publication of Provisional Classification	DNB
19:30	Prize Giving Gala and Dinner	Sikh Union Club, Eldoret

4. ELIGIBLE VEHICLE CATEGORIES

- 4.1 CLASSIC CAR CATEGORY conforming to East African Classic Safari Rally Technical Regulations 2023, this category is further divided into classes as follows
- 4.1.1 Class 1 – Upto and including 1600cc
- 4.1.2 Class 2 – 1601cc upto and including 1800cc
- 4.1.3 Class 3 – 1801cc upto and including 2000cc
- 4.1.4 Class 4 – 2001cc upto and including 3000cc
- 4.1.5 Class 5 – 3001cc and over
- 4.2 SUPPLEMENTARY CAR CATEGORY conforming to KMSF NCRs 2024 Appendix A – Rally Sport
- 4.2.1 Article 11.3.1 National Supplementary Class (S-Class)
- Production vehicles and touring vehicles with expired homologation, run in total conformity with their FIA homologation papers but with turbo restrictors as currently valid in Group NR4.
- 4.2.2 Article 11.3.2 Specially Prepared Vehicles Class (Spv Class)
- Vehicles with no previous homologation or supplementary-class vehicles with modifications due to non-availability of parts.
 - Any vehicle not in its original production form in respect to body and engine. Drivers with disabilities who have modified the currently homologated or expired homologated vehicles, shall be classified under this class.
- 4.2.3 Article 11.3.2 National Two Wheel Drive Class (2wd)
- Two-wheel drive vehicles, either rear or front wheel drive under 3000cc cubic capacity and normally aspirated, or upto 1300cc forced induction. Historic/Classic cars NOT allowed to enter this class.
- 4.2.4 Article 11.3.6 T4 Cross Country Cars (SSV/UTV)
- Vehicles conforming to the 2023 Appendix J, Art. 286A are eligible to compete in the ARC rallies. They must be specifically permitted in the Supplementary Regulations within a T4 class.
- 4.2.5 Article 11.3.5 Rally Raid
- Vehicles conforming to the KMSF Rally Raid “Proto” class. Must be roadworthy or provide necessary permissions to drive on open roads by the authorities
- 4.3 CHANGE OF CLASS ENTERED
- At the time of scrutineering, if a car as presented does not correspond to the group and/or class in which it was entered, the Stewards on advise of the Chief Scrutineer, may transfer it to the appropriate group and/or class.



5. ENTRIES

5.1 Closing date for entries

The closing dates of entries is 15th July 2024 23:59 (CET)

5.2 Late Entries

Late entries will be accepted until 31st July 2024 23:59 (CET) at an additional fee of \$500

5.3 Entry procedure

Competitors or Entrants must make their entries by using the electronic rally entry form at www.eastafricansafarirally.com

In addition to submitting the online entry form, the competitors are also required to send the proof of payment of the total amount of entry fees to info@eastafricansafarirally.com before the closing of entries.

By signing/confirming the entry form, the competitor and the crew submit themselves to the sporting jurisdictions specified in the 2024 FIA International Sporting Code and its appendices, EASRL Technical regulations, the 2024 National Regulations and these Event Regulations, including all its appendices.

The organizer reserves the right to refuse the entry to a driver, co-driver, or a service member

5.4 Competitor Eligibility and Conduct

5.4.1 Any person holding a KMSF or International Competition Licence and a Valid Driving license is eligible to enter. All foreign competitors must have a letter of authorization from their respective ASN's.

5.4.2 The first named driver on the entry form will be responsible for any and all liabilities and obligations both before and during the event.

5.4.3 The Stewards reserve the right to decline an entry into the event on the basis of non-conformity of the car entered and should any entry form and self-scrutineering form be found to contain any false statement the entry shall be considered as null and void.

5.4.4 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.

5.4.5 The Organisers will permit the change of crew or crew member from those nominated on the entry form at any time before scrutineering starts. Organisers must be notified of this in writing. During the event, a crew member can only be changed on medical grounds subject to confirmation by the event Doctor and the approval of the stewards. A change without permission of the stewards will result in exclusion.

5.4.6 A car nominated on the entry form may be changed before the event starts with the permission of the Stewards. In such a case there must be a valid reason in writing to effect this change and subject to submitting the self-scrutineering form.

5.4.7 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 against any rally official.

5.4.8 A car may not be moved other than by its own power except:

- a) By a ferry.
- b) By outside means for a minimum distance necessary to extricate it from immediate difficulty by towing or pushing.
- c) By gravity.
- d) By the driver and co-driver
- e) Within the Parc Ferme the car can be pushed by officials.



f) Cars must enter Parc Ferme under their own engine power.

5.4.9 Driving on a competitive section against rally direction in a forward gear is strictly prohibited.

5.4.10 Should the stewards find any competitor attempting to influence the result of the competition by interfering with the running of the rally will result in both the beneficiary and interfering competitor being excluded from the event.

5.4.11 No outside assistance is permitted. This refers to the providing of tools and spare parts or any such components be it solid or liquid by the competitors' service crews or spectators by any alternative means of transport. Breaches will be reported to the stewards. In addition to this, assistance from spectators will be limited to helping around or over obstacles to extricate the crew from immediate difficulty. This will not include the providing of tools and spare parts or any such components be it solid or liquid.

5.5 Number of competitors accepted and classes

The maximum number of crews will be 50. If more than 50 entries are received the organiser reserves the right to decide which entries will be accepted.

5.6 Entry fees / Entry packages

5.6.1 Classic Cars Category 1

Classic Cars		
Entry Fee	\$1,500.00	
Registration Fee (Non-Refundable)	\$1,000.00	To be paid upon submission of entry
Final Installment	\$500.00	To be paid on/or before 15 July 2024

5.6.2 Supplementary Category 2

Supplementary		
Entry Fee	\$1,500.00	
Registration Fee (Non-Refundable)	\$1,000.00	To be paid upon submission of entry
Final Installment	\$500.00	To be paid on/or before 15 July 2024

* Currency in United States Dollar

5.6.3 Entry Packages

		All Categories
Vehicle Plates	Service Car	1
	Management Car	1
	Auxiliary Car	1
Passes	Drivers'	2
	Team	4
Printed Material	Road Books Set	1
Driver and Co-Driver Clothing pack		1 Set
Gala Dinner Passes		6

5.7 Payment details

All entry fees must be paid by bank transfer, details to be obtained from info@eastafricansafairally.com

Any bank charges incurred must be paid by the competitors in addition to the entry fees.

Please ensure that the competitor's name and account holder are included as reference on all bank transfers.

Cheques are not accepted.

5.8 Refunds

Entry fees/Installments paid will not be refunded after 30 June 2024

If the organisers cancel the event, the entirety of the entry fee will be refunded



Entry fees will be partially refunded minus the registration fee only:

- to candidates whose entry has not been accepted
- The organiser may partially refund entry fees if a competitor cannot take part in the event due to a duly proven case of force majeure. This must be applied for in writing to info@eastafricansafarirally.com, giving the reason of withdrawal, before 31 July 2024.

5.9 Allocation of Start Numbers

The allocation of door numbers will be at organisers discretion.

6. INSURANCE

6.1 General

Competitors' and/or drivers' attention is drawn particularly to the fact that Kenyan Law requires all vehicles driven on a public road to be insured against Third Party Risks. It is the Competitors' and/or Drivers' responsibility to ensure that they are properly covered. Proof of Third-Party Insurance will be required at the time of Scrutineering.

The organiser has engaged an official insurer for the event, for further details contact info@eastafricansafarirally.com

6.2 Description of insurance cover

Each competitor must have an insurance policy for the vehicle he competes in, at competitor's requests, the Organiser will take out an additional insurance valid for the period of the rally at competitor's expense. The service and team vehicles, even those bearing plates issued by the Organiser, may never be considered as official participants in the rally. They are therefore not covered by the insurance policy of the rally and will remain the sole responsibility of their owners.

6.3 Organizer's liability insurance

The Organiser provides a public and products liability insurance with the cover of Kshs. 50,000,000.00 per any one occurrence for the duration of the rally.

6.4 Duration of the insurance coverage

The insurance, for all competitors, will become effective at the start of procedure for car scrutineering. The insurance ceases at the end of the event (Sunday, 18 August 2024 / Parc Fermé - In) or at the end of post-event scrutineering (for the selected cars), in the case of withdrawal, disqualification or exclusion from the rally. In the case of final withdrawal, the time considered will be the closing time of the following TC. Cars having retired and restarting the next day shall not be considered to have permanently retired.

6.5 Damage caused to the third party

Competitors are reminded that only damage caused to third parties by the Organisers and the entered drivers is covered by the insurance policy taken by the Organisation. Injury to the drivers themselves or damage to participating cars is not covered by this insurance. By submitting their entries, the competitors, drivers, and car owners waive any claims or rights to pursue action for damages in connection with the event against the Organiser. In case of an accident, the competitor or their representative must notify the Secretary of the event as quickly as possible and within 24 hours. They must explain the circumstances under which the accident occurred, eventual causes and consequences. Likewise, they must mention the names and addresses of any witnesses. They must also mention the names and addresses of any injured people.

6.6 Limitation of indemnity

The Organiser declines any liability concerning the consequences caused by any fraudulent action taken by the competitor, may this be against the rules and regulations of the rally or against the laws of the country. Any service and team vehicles, even those bearing the



official identification of the organiser, may under no circumstances be considered as official participants of the rally, hence their insurance policies remain the sole responsibility of the owner.

7. ADVERTISING AND IDENTIFICATION

- 7.1 Restrictions
All political, religious, or abusive advertising is forbidden. Advertising of tobacco or tobacco products is forbidden.
- 7.2 The compulsory organizer's advertising
The compulsory organiser's advertising on the doors, roof and rear window plates are as stipulated in Appendix 2 of these Supplementary Regulations.
- 7.3 Identification
Competition numbers and rally plates will be provided by the organiser. See also Appendix 5. Numbers and rally plates must be affixed on the rally car before the car is brought to scrutineering and must be visible throughout the duration of the rally.

8. WHEELS AND TYRES

- 8.1 Tyres specified for use during the rally
Studded tyres and slicks are not permitted
Wheel rim diameter may not exceed 15" (Not applicable for Categories SPV & Rally Raid)
Tyre diameter may not exceed 670mm (Not applicable for Categories SPV & Rally Raid)
- 8.2 Quantity of tyres
There is no limitation on tyres

9. FUEL

- 9.1 Fuel must conform to normal pump fuel and AvGas as available in East Africa, octane enhancers are permitted.
Use of racing fuels is NOT permitted.

10. RECONNAISSANCE

- 10.1 Reconnaissance is NOT permitted. Any crew or advance vehicles found on the rally route will be penalized or excluded at stewards' discretion.
- 10.2 The use of any form of pace notes or any form of directional notes not supplied by the Organisers are banned. Anyone found using such notes will 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.

11. ADMINISTRATIVE CHECKS

- 11.1 Document checks will be done online, before the event. Drivers and co-drivers are not required to report personally to the administrative checks.
Each Competitor shall nominate in advance to the Organiser one authorised representative to complete the administrative checks.
- 11.1.1 Documents to be checked at administrative checks.
- Online Entry Form Duly Completed and Signed



- International or National Competition Licence (for international competition licenses, a letter from your ASN is required)
- Driving licence issued from your country of residence.
- Personal Accident Insurance Cover (Mandatory.)
- Proof of 3rd Party Insurance cover
- Personal Identification documents (National ID or Passport)
- Car Registration Documents and Homologation Papers
- Carnets and contents list for all vehicles (if applicable)
- Membership of the Flying Doctor for the duration of the Rally for the Driver & CO-Driver.
*Please note that this is only Membership to Flying Doctor Service who will be on standby for any emergency throughout the rally. Any expenses incurred for evacuation, or any other use of their services are to be paid directly by the user of this service.

12. SCRUTINEERING

12.1 General

Presentation of a vehicle for Scrutineering is considered an implicit statement of conformity. Scrutineering carried out before the start of the rally will be of a general nature to ensure general conformity with the Category and Classes entered, essential safety items are carried and conformity with the national Traffic Law. It is the responsibility of the entrant to ensure that they entry in the correct category and class.

12.2 Venue and Timetable

Scrutineering / Component Sealing & fitting of tracking console of all cars:

Venue: Central Primary School, Ronald Ngala Street, Eldoret

Date and time: Thursday 15th August from 08:00 onwards

12.3 General requirements

12.3.1 Competition numbers and rally plates (as well as the organiser's advertisement) must be affixed to cars in the stated positions prior to scrutineering. See Art. 5.

12.3.2 All cars must have homologation papers available at scrutineering.

12.3.3 The engine block and chassis must be sealed or marked. These components are not allowed to be changed during the event. 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 conformity.

12.3.4 Under no circumstances may the chassis be changed.

12.3.5 After scrutineering, if a car is found not to comply with technical and/or safety regulations, the Stewards may set a deadline to comply with the requirements otherwise start in the event may be refused.

12.3.6 The winners of Classic category class will undergo post event scrutineering. Engines may be opened in order for the bore and stroke to be measured. Other vehicles may be selected at the discretion of the Scrutineer.

12.3.7 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.

12.4 Mud flaps

Fitting of transversal mud flaps (all wheels) is mandatory in conformity with Appendix J, Art. 252.7.7.

12.5 Drivers' safety equipment

At scrutineering competitors must produce
- FIA approved safety helmets



- FIA approved FHR devices
- Two reflective warning triangles
- Approved and valid first aid kit
- Two fire extinguishers of 2kg each, securely fastened.
- Displayed valid insurance certificate
- SOS/OK board

For additional freedoms refer to KMSF NCRS 2024 Appendix A, Article 12, where applicable.

12.6 National and specific regulations

- Competing cars must be equipped with a first aid kit, fire extinguisher and two reflective triangles.
- All competing cars must have an audible horn fitted that can be used to warn any stray animals on the special stages of an approaching car.

12.7 Safety tracking device

All competitors must make provisions in their rally cars for the installation of the Geotraq Safety Emergency Console System, and the system must be installed before the car is brought to scrutineering.

For installation and operating instructions see Appendix 4

Deposit of \$300 will be collected for the rally safety tracking equipment.

The Geotraq Safety Emergency Console System devices must be removed in the final parc fermé. Should a crew retire, the equipment must be returned immediately to the organiser. The refund will only be processed after checking the condition of the unit.

13. SERVICE

- 13.1 NO service, management or auxiliary vehicle is permitted on the competitive section under any circumstance while the stage is live. Service crews may not establish 'spares drop points' or leave spares, tyres, or fuel at any point along the prescribed route.
- 13.2 Competitors are responsible for the actions/ behaviour of their service crew and other team, or team associated vehicles (for example family vehicles).
- 13.3 After each competitive stage, there is a 'Roadside Service'. The permitted time is added to the liaison section time. At each end of day rest halt, a "Service Zone" adjacent or near to the Parc Ferme will be set up.
- 13.4 All Competing Cars must be serviced and repaired within the Service Zone limits. Pre-arranged service locations are NOT permitted.
- 13.5 Should any vehicle need specialist repairs, equipment, or assistance the entrant may request permission in writing to the CRO to remove a Competing Car from the 'Service Zone' to undertake 'outside' repairs.
- 13.6 Reasoned requests to remove a car from Parc Ferme must be submitted in writing to the CRO. If granted, a written permission reply will be given. Penalties for late return into Parc Ferme as per the regulations will apply.
- 13.7 End Of Day Service
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. There is no penalty for early check in into any end of the day Parc Ferme. Vehicles must be driven at a walking pace. If faster than walking pace, it will be reported to the stewards and there will be a penalty.
- 13.8 Flexi Service



3 min mandatory holding applies, flexi service thereafter up to and not later than 23:00hrs. (E.g, your car's latest time out of holding shall not exceed 21:00 hrs.) penalties applicable thereafter. Maximum holding time permitted is up to 2 hours only.

When the service commences, the start time of actual service will be marked on the time card by the rally official by, it is the competitor's responsibility to obtain this time from the rally official. The competitor is likewise responsible likewise for all entries on that time card. Early check-in at the time control after flexi-service is permitted without penalty.

13.9 Overnight Stops

Every night there will be 'Parc Ferme' enforced at all overnight stops for which there will be a penalty for not reporting to the Parc Ferme at your due time.

13.10 Maximum Crew

A maximum of 3 personnel plus the driver and co-driver are permitted to work on the car within the service zones. Wearing of service tabards is compulsory.

14. SPORTING OBLIGATIONS & RUNNING OF THE RALLY

14.1 Official time used during the rally

Official time throughout the entire rally will be that of GPS (UTC time + offset to local time).

14.2 Drivers Briefing

At the briefings prior to Leg 1 of the event, the participation of at least one crew member is compulsory.

Briefings for Legs 2 and 3 may be substituted by communication of written briefing notes on the DNB and/or broadcasted through the communication channels between the organizer and competitors.

14.3 Reconnaissance

As from the publication of the Event Regulations, the presence of a competitor, or anyone connected with a competitor, on any part of the itinerary of an event is prohibited.

14.4 Re-start after retirement

Any crew which has failed to complete a Leg will be assumed to Re-start the event from the start of the next Leg unless they confirm otherwise in writing to the Clerk of the Course. Penalties apply.

The crew may nevertheless be allowed to Re-start from the next stage after approval from the Clerk of the Course following their due times and maximum permitted lateness. Penalties apply.

This shall apply to any vehicle which has not been classified on the grounds of exceeding the time limit or has failed to report to a control but shall not apply where the vehicle has been disqualified for breach of eligibility requirements, traffic infringements or by a decision of the Stewards.

At a point when the competitor retires from the event, they relinquish all the competitor rights.

14.5 Check-in procedure

Any difference between the actual check-in time and the target check-in time shall be penalized as follows:

- For late arrival: 1 minute per minute or fraction of a minute
- For early arrival: 2 minute per minute or fraction of a minute



14.6 Authorized advance control

At the time control at the end of a leg, crews are authorized to check-in ahead of the time without incurring a penalty.

14.7 Timing Format & System

Section Types: The route will be divided into two types of sections – road and competitive sections.

14.8 Timing Format

14.8.1 All road section times will be recorded in Hours: Minutes [00:00]

14.8.2 All competitive sections will be recorded in Hours: Minutes: Seconds (00.00.00)

14.8.3 Starting intervals will be subject to change depending on the stage length, expected speeds and available day light.

14.9 Maximum permitted lateness

14.9.1 Maximum permitted lateness Overnight Parc Ferme Out

At start of each day at parc Ferme out, a maximum lateness of 15 mins is allowed, thereafter it will be deemed the competitor is not starting.

14.9.2 Maximum permitted lateness to check in at a time control

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 be OTL (Over Time Limit) and penalties of missing the stage will apply. The crew may nevertheless re-start the rally under the provisions specified in these regulations.

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.

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 timecard. The Clerk of Course is allowed to extend lateness throughout the day if the need arises.

14.9.3 DNF – Did Not Finish

The competitor obtains the status DNF, if they retire from a competitive stage or do not finish within the Maximum time allowed. The DNF status is also applied to a competitor who does not follow the defined route, even though they started and finished at the defined points in the road book.

14.9.4 DNS – Did Not Start

Not starting from Parc Ferme is deemed as not starting the day. If a competitor does not start one or more competitive stage/s they automatically obtain a DNS. Penalties apply.

14.9.5 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.

14.10 Start procedure

At each Start, there will be electronic starting device with green light. The device may be coupled with a photocell responsible for detection of false starts. The photocell will be placed about 50 cm beyond the start line. The display will be placed so to be well visible to a Crew sitting in a vehicle on the starting line. The vehicle with the Crew is placed at the start line. The starting device continuously counts down the last 10 seconds to the moment of the green light. The green light will stay on for 5 seconds. Within 20 seconds from the start of the green light, the Crew must start.



14.11 Recovery vehicles

Organisers Recovery vehicles may be positioned at selected points in the special stages to tow any stuck cars to an area clear of the special stage solely for the purpose to keep the track clear. The competing crew may restart the car and continue on the special stage without any additional penalties. These vehicles have no other purpose than to clear the track and are not a replacement to MIV or TIV vehicles.

14.12 Control procedures and timecard handling

At the start of each day, competitors will receive a timecard, 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 timecard may be exclusion. Any amendment or correction to these cards may only be carried out by an official of the event and may result in exclusion if not done by an official. It is the sole responsibility of the crew to get the official to fill the Timecard and to calculate their personal closing time of control in each road and competitive sections.

14.12.1 Check In Time

This is obtained by adding the target time for the road/ service section to the competitive section finish time MINUS THE SECONDS. These times being expressed to the minute, i.e 14:18:52 would be 14:18, start time for the liaison section.

14.13 Start order for the rally

The Organisers will establish the starting order for the first day of the rally. Competitors will be reseeded daily in the classification order with faster drivers repositioned by the Clerk of Course. The start order will be determined by reviewing the average stage times of each day. If a competitor has had a mechanical breakdown on a stage, it will be omitted from the decision made towards their start order.

14.14 Starting intervals

The starting intervals will be 3 minutes (Refer Art: 14.8.3)

14.15 Overnight Parc Ferme

Central Primary School, Ronald Ngala Street, Eldoret

14.15.1 There will be no Parc Ferme after scrutineering.

14.16 Image Right

Each of the Event Participant acknowledges that their participation in the Event authorizes the Organiser and its assignees or other qualified parties to capture and retain, on any medium and by any means, and to subsequently reproduce and represent, without remuneration of any kind, their first and last name, voice, image, biography and more generally their sports performance within the framework of the Event as well as the trademark(s) of their equipment manufacturers and sponsors in any form, on any existing or future medium, in any format, for any communication to the public throughout the world, for any use including for advertising and/or commercial purposes and for no other limitations than those indicated below.

East African Safari Rally Limited is the sole owner of all the East African Mini Classic Rally 2024's commercial rights. As such, the Organiser has full and exclusive ownership of all the images, audio and video captured during the Event, on the route and also in all areas under the Organiser's control: Departure-arrival areas, parc fermé, service park, interview areas, protocol podiums, technical and administrative checking areas, etc.

14.17 Time Controls

14.17.1 Control Signs



FIA standard signs will identify all controls. Refer to Appendix 6

14.17.2 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.

14.17.3 Control Arrival Direction

The car and crew must arrive at Control points in the direction indicated in the Road Book.

14.17.4 Reversing In A Control Area

Competing vehicles must stop in alignment with the control boards. It is forbidden to reverse the vehicle back to the control if overshoot.

14.17.5 Controls Will Open

45 minutes before the first car and close 15 minutes after the due time of the last car running on its maximum (To be confirmed by Clerk of Course). 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.

14.17.6 Control Closing

Any crew arriving at a control after their maximum lateness has expired, or after the control has closed will be penalised. The Clerk of Course retains the authority to alter 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 and in the interest of safety.

14.17.7 Final Control Or Regroup Control Early Arrival

At the end of any day early check-in will not incur a penalty.

14.17.8 Early And Late Arrival Penalties

At any other control are as follows:

Road Sections (Refer to penalty P1 & P2)	1 Minute per Minute Late
Competitive Sections (Refer to penalty P1 & P2)	2 Minutes per Minute Late

14.17.9 Parc Ferme rules will apply within control areas. Repairs of any sort are strictly forbidden in a control area. If done so, it may result in exclusion.

14.18 Missing of Competitive Sections & Retirement

14.18.1 Missing Competitive Sections

Drivers are permitted to miss competitive sections.

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). If a competitor misses one or more stages, they will be classified in the rally with the relevant penalties applied. If a competitor does not finish a stage, they will be classified in the rally with the relevant penalties applied too. Faster competitors may be reseeded by clerk of course to run them in a safe position. Any crew that wishes to retire from the rally must officially inform the rally control in writing and hand in their timecard and tracking system.

14.18.2 Competition Numbers

Must be removed or cancelled upon retirement from the rally. The same applies for all such stickers issued for the service vehicles. (Refer to: Penalty P30.)

14.19 Road Books

14.19.1 Each crew will receive a road book per day.

14.19.2 Each book will include information for each stage.

14.19.3 Road books for each day will be issued the evening before at Rally HQ at the end of each leg (18h00 to 20h30)



14.19.4 Additional sets of road books will be made available at a fee of USD\$ 200 payable at administrative checks upon receiving a written request.

14.20 Bulletins And Communications

14.20.1 Bulletins and communications posted on to the Digital Notice Board will thereafter be deemed officially posted. Bulletin(s) and Communications issued prior to the event will be sent by e-mail to entrants and posted on the Digital Notice Board (Sportity) and the official website.

14.20.2 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 but will have no regularity effect unless published on the DNB by the Clerk of Course.

14.20.3 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 or communication from the Clerk of Course.

14.21 Holding Areas At End Of Day

14.21.1 The Organisers will establish "Holding Areas" at the end of each day to allow for the service crew to set up.

- Holding areas operate under Parc Ferme rules.
- Cars are held in Holding Areas according to an Organiser allocated "Target Time".
- Early checkout from the Holding Area into service is only possible without penalty at the end of each day.
- The holding area 'out time' must be recorded to the timecard as being the actual time out and NOT the 'scheduled' time out
- At the end of the day a designated service crew 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).

14.21.2 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 timecard.

- Towing or pushing into Parc Ferme is NOT permitted.
- A car must enter Parc Ferme under its own power.

14.22 Stage Safety

14.22.1 Open / Live 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.

14.22.2 Accidents

However minor, ALL accidents must be reported to the controller at the end of that section and to the CRO, failure to do so will result in a penalty of 30 minutes.

14.22.3 Safety Cars & Stage Marshals

The Organisers will provide a course opening car or cars.

14.23 Slow Zones

14.23.1 May be established in either Competitive or Road sections by way of a clearly marked slow zone in the road book and displaying of rally signboards.

14.23.2 Competitors may not claim to be unaware of either entering or exiting slow zones. Officials will be tracking the speeds during the slow zones. If breached, penalties will be applied.

14.23.3 Entering Slow Zones

The start of a slow 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. (Appendix E) a. A distance of 90

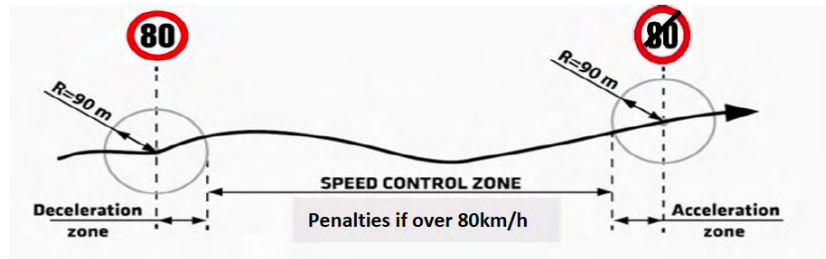


meters after entering a slow zone is considered to be a deceleration zone (the zone of tolerance).

14.23.4 Exiting Slow Zones

The end of a slow 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 accelerate from this point. The exit point of the speed control zone is a compulsory point of passage.



14.23.5 Slow Zone Protocols

In areas defined as slow 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 from the tracker, an average speed between each data point will 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 slow zone is 80 kph or as defined by the Clerk of Course in the road book or communication. This is the basis for determining over-speeding. An infringement occurs by exceeding the maximum allowed speed in slow zone is as follows (Refer to Penalty P20)
- 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 on road sections will result in a financial penalty and potential exclusion at the Stewards discretion. (Refer to Penalty P14, P15, P16.)

14.24 Service Arrangements & Overnight Stops

14.24.1 Service Registration

Each competing vehicle must submit a Service Registration Form to register a maximum of two (1) Service vehicle, (1) Management vehicle and (1) Auxiliary vehicle.

One of the crew should be nominated as a team manager. Service Registration procedures for the service vehicles must be completed in the Rally Office prior to Scrutineering.

14.24.2 Service Area Schedule

Service area locations will be advised two weeks before the event with distances.

14.24.3 Service Areas

Service Areas as notified within Service Road Books are the only locations where service Crews may undertake Rally Car service. Recommended areas within the service zones may be indicated. Service can take place anywhere on a road section unless mentioned



as prohibited. In the instance where service location information conflicts between 'road' and 'service' books the service book information is primary.

- 14.24.4 Ground Sheets
For environmental concerns, GROUNDSHEETS are compulsory at ALL service points. The size of the ground sheet must at least cover the area of the rally car.
- 14.24.5 Littering
Teams must collect and dispose of litter of all kinds responsibly. Indiscretions will be reported to the Organisers.
- 14.24.6 Roll Cage Safety Requirements
All vehicles in the main rally event must be fitted with a roll cage. Specifications of the roll cage in the FIA Appendix J are highly recommended. Welding or bolting of the roll cage and reinforcement to suspension turrets is permitted. Should the roll cage be damaged during the event then it must be inspected by the Chief Scrutineer. The car will only be permitted and eligible to continue if the cage is deemed safe by the Chief Scrutineer. Competitors are not allowed to repair or replace a roll cage once damaged.

15. IDENTIFICATION OF OFFICIALS

15.1 IDENTIFICATION OF OFFICIALS

The post chiefs and other officials will be appropriately identified.

16. PRIZES

16.1 Classic Category

Overall Prizes

Winner – Trophies for Driver, Co-Driver and Free entry into Main Classic Event 2025*

First Runner Up – Trophies for Driver, Co-Driver and 50% off entry fee into Main Classic Event 2025*

Second Runner Up – Trophies for Driver, Co-Driver and 25% off entry fee into Main Classic Event 2025*

* Any incentive awards towards the main classic 2025 event, cannot be transferred to any competitor or transferred to any other year and other T&Cs will apply.

Class Prizes

Class 1 - First, Second and Third - Trophies for Driver & Co-driver

Class 2 - First, Second and Third - Trophies for Driver & Co-driver

Class 3 - First, Second and Third - Trophies for Driver & Co-driver

Class 4 - First, Second and Third - Trophies for Driver & Co-driver

Finishers – Trophies for Driver & Co-driver

16.2 Supplementary Category

First, Second and Third - Trophies for Driver & Co-driver

Finishers – Trophies for Driver & Co-driver

17. FINAL CHECKS AND PROTESTS

17.1 Final checks

Post-rally scrutineering will take place on Sunday, 18 August immediately after the final TC. Cars subject to final checks (COC Communication notified to the competitor concerned at the finish TC) must have one representative of the competitor as well as mechanics and proper equipment (in case of dismantling) present at the final checks.



17.2 Protest deposit

The protest deposit is \$1000.00

If a protest requires the dismantling and reassembly of a clearly defined part of the car (engine, transmission, steering, braking system, electrical installation, bodywork, etc.), an additional deposit may be specified by the Stewards in accordance with Art. 13.4.3 of the 2024 FIA International Sporting Code.

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

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

17.3 Appeal deposit

The National Appeal Deposit is \$500.00



APPENDICES

APPENDIX 1 – COMPETITORS RELATIONS OFFICER

APPENDIX 2 – COMPETITION NUMBERS AND ADVERTISING

APPENDIX 3 – DRIVERS' SAFETY EQUIPMENT

APPENDIX 4 – SAFETY TRACKING SYSTEM – INSTALLATION AND OPERATING INSTRUCTION

APPENDIX 5 – OK / SOS BOARD

APPENDIX 6 – CONTROL SIGNS

APPENDIX 7 - PENALTIES



APPENDIX 1 – COMPETITORS RELATIONS OFFICER (CRO)



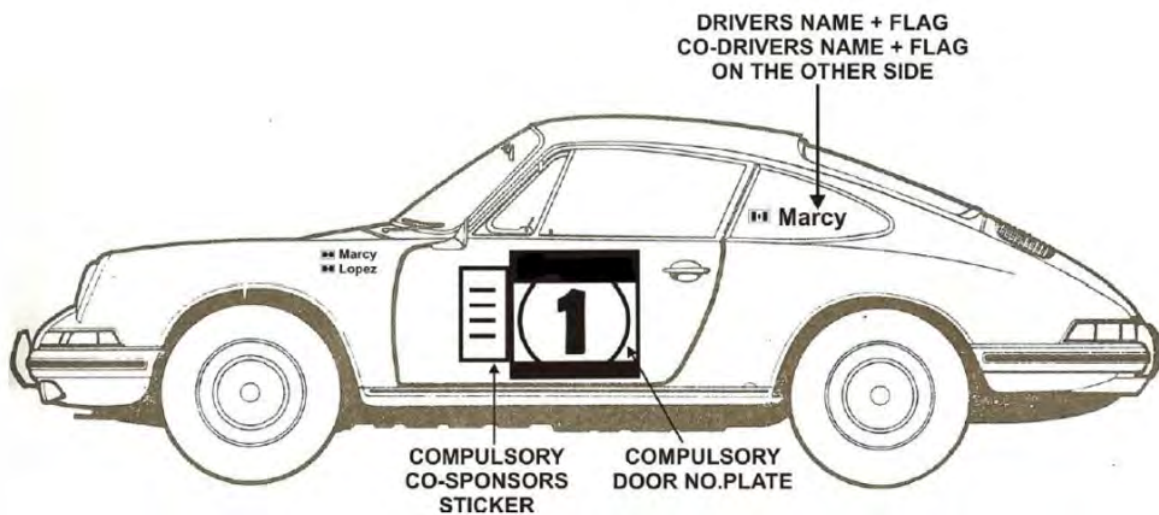
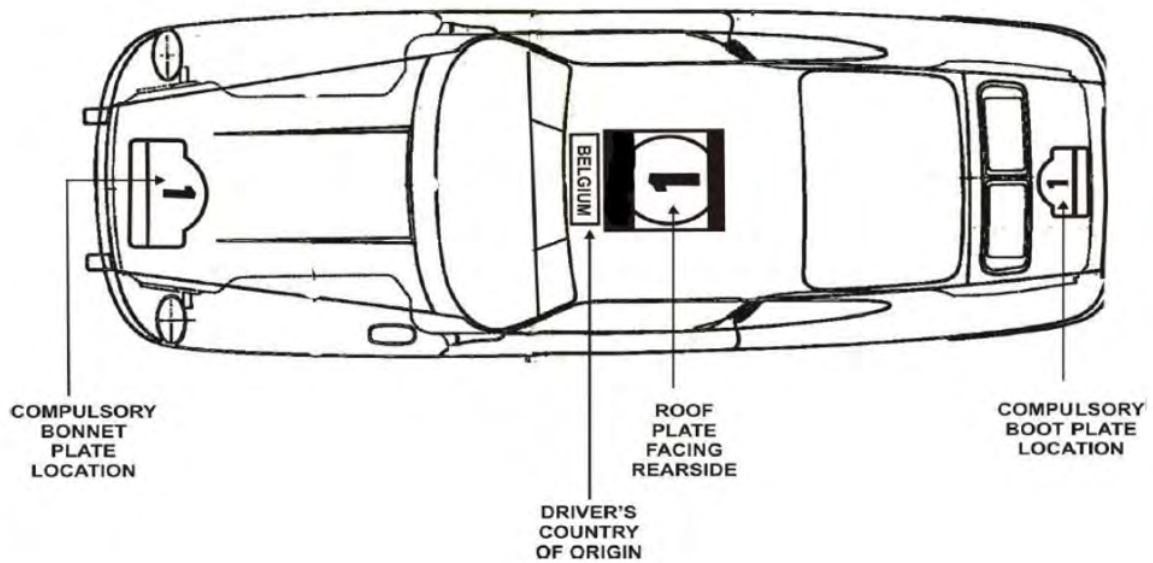
Name: Mr. Mwaura Njuguna
Cell No: +254 704 810000
Email: info@eastafricansafarirally.com

CRO SCHEDULE:

Thursday 15 August	
08:00 – 16:00	Central Primary School, Ronald Ngala Street, Eldoret
16:30 – 20:00	Sirikwa Hotel, Elgeyo Road, Eldoret
Friday 16 August	
06:00 – 20:00	Central Primary School, Ronald Ngala Street, Eldoret
Saturday 17 August	
06:00 – 20:00	Central Primary School, Ronald Ngala Street, Eldoret
Sunday 18 August	
06:00 – 19:00	Central Primary School, Ronald Ngala Street, Eldoret

APPENDIX 2 – COMPETITION NUMBERS AND ADVERTISING

1. Location of Compulsory stickers and their position on the rally car.
2. Location of the bonnet and Boot Plate is as per the diagrams below and no other location will be accepted.
3. Stickers must not be cut or defaced in any way before attaching onto the rally car.





APPENDIX 3 – DRIVERS' SAFETY EQUIPMENT

It is mandatory for both crew to wear valid racing helmets and frontal Head Restraint devices.

It is recommended to wear safety overalls, long underwear, balaclava, socks and shoes. Waiver on clothing will only be approved upon the drivers submitting a disclaimer form on clothing available on the website.

The disclaimer form is to be presented during the administrative checks.



RALLY SAFETY SYSTEM

QUICK SELF - INSTALLATION MANUAL (CAR / SSV / TRUCK)

**FOLLOW THE INFORMATION BELOW ON HOW
TO INSTALL THE SYSTEM BEFORE GOING TO SCRUTINEERING**

Version released on 12.03.2024

Page 1 of 8

STEP 1 – GET FAMILIAR WITH THE SYSTEM COMPONENTS

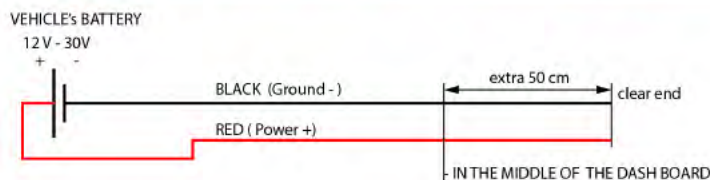


NOTE: If needed we can provide an additional extension cable to place the radio antenna on a better position.

- **IMPORTANT! NO CUTTING OF CABLES, MODIFICATION OF CONNECTORS OR OTHER INTERFERENCE IN THE SYSTEM COMPONENTS IS ALLOWED! ANY DAMAGE TO THE EQUIPMENT MUST BE PAID ACCORDING TO THE GEOTRAQ PARTS LIST!**

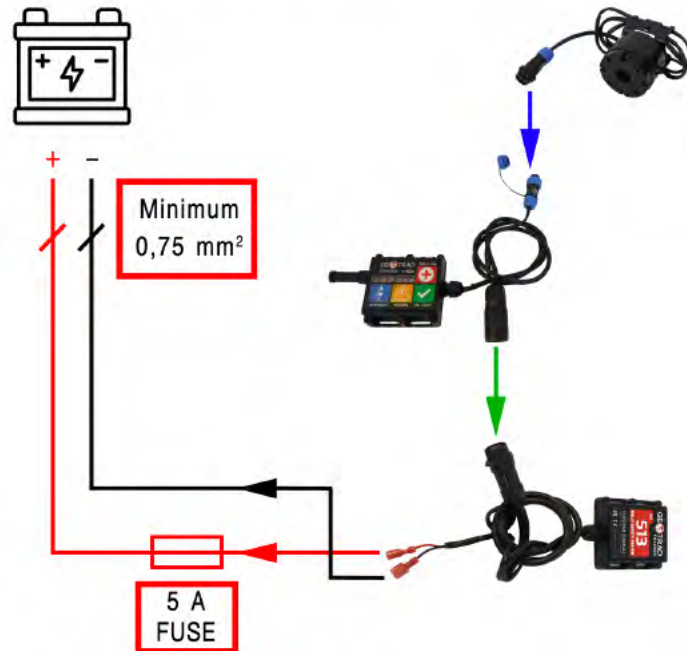
STEP 2 – PREPARE POSITIVE AND NEGATIVE CABLE FROM THE BATTERY TO THE DASH BOARD AND INSTALL INSULATED TERMINAL CONNECTORS (ONLY THOSE SUPPLIED BY THE ORGANISATION)

- **IMPORTANT! THE BATTERY MASTER CUT-OFF (KILL) SWITCH MUST NOT DISCONNECT THE POWER SUPPLY FOR THE RALLY SAFETY SYSTEM.**
- It is the responsibility of the competitors alone to provide, **DIRECT POWER SUPPLY** from the vehicle's battery according to the drawings provided.
- The power cables **MUST** be "flexible" (multi wire), insulated cables – 2 x min 0.75 to 1.25 mm² (WITH RED for positive (+) wire and BLACK for negative (-) wire insulation color).
- The connection **MUST** have an **IN-LINE FUSE** - "BLADE TYPE" of 5A.



**FEMALE INSULATED
TERMINAL CONNECTORS**

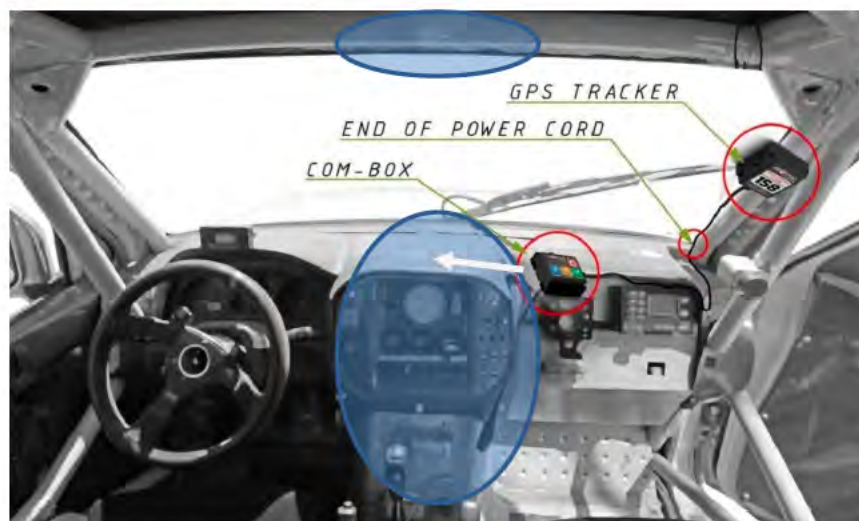
STEP 3 – MOUNTING THE SYSTEM - OVERVIEW



Overview of the system connections.

- You will receive two 6,3 mm female quick plug terminals for the power connection. **If you have old terminals, discard them and use the provided new ones!**

- IMPORTANT! USE ONLY THE PROVIDED QUICK PLUG TERMINALS! DO NOT USE YOUR OWN!**
- IMPORTANT! USE PROPER TOOLS TO CRIMP THEM!**



Following a change in the regulations, the 'Com-box' must be mounted in a central location as per indicated areas in blue, to enable both driver & co-driver to be able to reach the SOS button from their seat with seatbelts on. Shown are the mounting positions of the system components.

STEP 4 – MOUNT THE GPS TRACKER ON THE PROPER POSITION

- The best position is the “A-pillar” of the roll cage, or the horizontal member of the roll cage, with the tracker facing upwards.

- **IMPORTANT! THE GPS TRACKER MUST HAVE VISIBILITY TO THE SKY (NO METAL ON TOP OF THE DEVICE)**
- **IMPORTANT! INSTALLATION IS DONE WITH CABLE TIES THROUGH THE HOLES OF THE BASE OF THE DEVICE**
- **IMPORTANT! POSITION THE DEVICE IN SUCH A WAY THAT NO DIRECT DAMAGE CAN BE DONE!**



Installation of the GPS TRACKER on the roll cage “A-pillar” of a Car using cable ties.

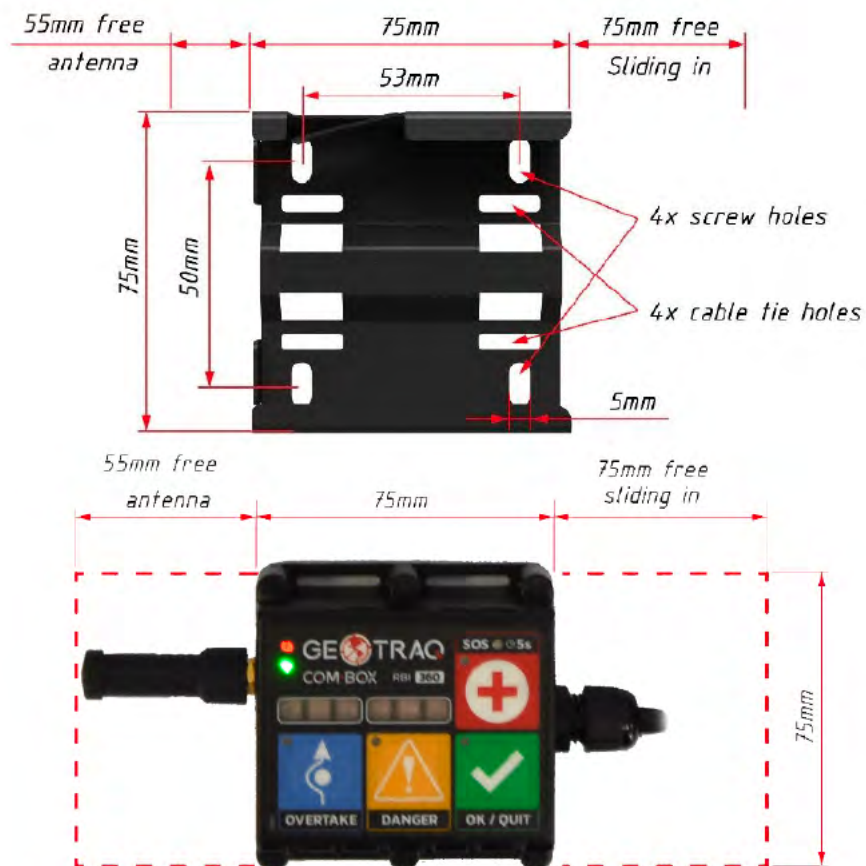
STEP 5 – MOUNT THE COM-BOX MOUNTING BRACKET AND INSERT THE COM-BOX UNIT ON THE PROPER POSITION

- You can bolt the mounting bracket as shown in the graphics below, or you can use industrial grade velcro or double-sided tape to stick it to a good surface or use cable ties to fix it to a central location on the dashboard or to the overhead tube of the roll cage above the centre of the dashboard.
- If needed, additional opening can be drilled to fix it on the required position.

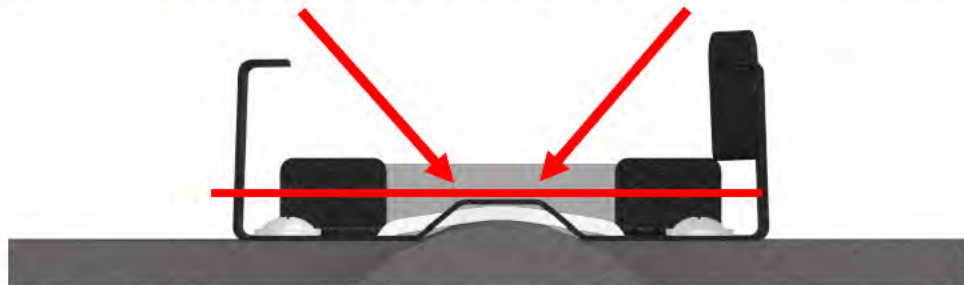
- **IMPORTANT! THE COM-BOX MUST BE IN REACH OF THE DRIVER / CO-DRIVER TO OPERATE THE BUTTONS!**
- **IMPORTANT! ENSURE THERE IS SUFFICIENT SPACE AT THE SIDE OF THE UNIT TO ENABLE THE ANTENNA / EXTENSION TO BE FITTED AND SLIDE THE UNIT INTO THE BRACKET!**



Installation of the Com-Box unit with bracket on the dashboard using bolts. This must be in a **CENTRAL** location and not as indicated above, only in front of the co-driver.



IMPORTANT! No bolt/screw heads or cable/zip ties can protrude over the red line as marked below.



Cable / zip tie fixture



Screw / bolt fixture



Com-Box unit installed in bracket

- When the mounting bracket is securely installed, you can slide-in the Com-Box unit in.
- When slid in you MUST lock the device in place by pushing the top locking mechanism.



IMPORTANT! THE ANTENNA NEEDS AT LEAST 55mm ON ALL SIDES TO WORK PROPERLY! MAKE SURE NOT TO PLACE IT RIGHT NEXT TO OTHER METAL COMPONENTS!

STEP 6 – CHECK THE STATUS OF THE RALLY SAFETY SYSTEM.

- First, make sure the antenna is connected (optional extension cable and antenna)
- Second, check the blue connectors (buzzer) are tight
- Third, check the connection of the black connectors between the GPS Tracker and the Com-Box unit
- Finally check the connection of the 2 power terminals (positive and negative)

IMPORTANT! WHEN CONNECTING THE POWER TERMINAL MAKE SURE YOU HAVE THE PROPER POLARITY – RED is POSITIVE, BLACK is NEGATIVE!

IMPORTANT! IF ALL THE COMPONENTS ARE CONNECTED PROPERLY, THE COM-BOX UNIT WILL DISPLAY A “GREEN STATUS” ON THE BATTERY ICON AND “BLUE/GREEN STATUS” on the RADIO ICON

STEP 7 – FINAL INSPECTION AT SCRUTINEERING

- Install the cables loosely using only a few cable ties and in such a way that they can be clearly checked at scrutineering.
- Only **after** you receive **APPROVAL** from the Scrutineer and/or the GPS Technician, you can fully fasten the cables onto the vehicle using cable ties. **DO NOT** overuse cable ties!
- **DO NOT** use insulating or any other tape to group the cables.

- **IMPORTANT! DO NOT PLACE THE CABLES FOR THE SYSTEM IN DIFFICULT OR HIDDEN PLACES (INSIDE THE DASHBOARD OR HARD TO REACH LOCATIONS). THE INSTALLATION WILL BE CHECKED TO ENSURE THE SYSTEM AND ADDITIONAL COMPONENTS ARE PROPERLY INSTALLED AND OPERATIONAL AT SCRUTINEERING AND IF REQUIRED, YOU WILL NEED TO REROUTE THE WIRING.**

STEP 8 – WATCH THE VIDEO OF HOW TO USE THE SYSTEM

BATTERY STATUS

- - EXTERNAL POWER
- - NO EXTERNAL POWER
- - (BLINKING) INT. BATTERY EMPTY

RADIO STATUS

- - RADIO OK
- - SLEEP MODE, NO RADIO

OVERTAKE FUNCTION

DANGER BEACON



EMERGENCY SOS BEACON

- PRESS AND HOLD UNTIL ACTIVATED

CONFIRM / QUIT BUTTON

- On the following link, you can learn how to operate with the Com-Box:

<https://www.youtube.com/watch?v=6hSXuu6DcyE>





APPENDIX 5 – OK / SOS BOARD

MANDATORY FOR ALL COMPETITORS

SOS / OK Board – (DIN A3 Format) – Mandatory for all competitors.

Please print it in colour in A3 format and prepare it as a part of the equipment for the rally.

Overview for illustrative purposes only.



The image shows the letters 'OK' in a large, bold, green sans-serif font. The 'O' is a solid circle, and the 'K' is a solid block letter.

If you stop on a special stage and **DO NOT REQUIRE MEDICAL ASSISTANCE**,
please display this sign prominently!


































The image shows the letters 'SOS' in a large, bold, red sans-serif font. The letters are thick and blocky.

If you stop on a special stage and **REQUIRE MEDICAL ASSISTANCE**,
please display this sign prominently!

APPENDIX 6 – CONTROL SIGNS

1. ZONES DE CONTROLE

1. CONTROL ZONES

CONTROL TYPE TYPE DE CONTRÔLE	CONTROL ZONE (diameter of signs: about 70cm) ZONE DE CONTRÔLE (diamètre des panneaux de signalisation : 70 cm environ)		
Direction of travel Sens du parcours	→		
	YELLOW SIGNS - Zone entry PANNEAUX JAUNES - Début de zone	RED SIGNS - Compulsory stop PANNEAUX ROUGES - Arrêt obligatoire	BEIGE SIGNS - End of zone PANNEAUX BEIGES - Fin de zone
PASSAGE CONTROL CONTRÔLE DE PASSAGE	 ← 25 m min →	 ← 25 m →	
TIME CONTROL CONTRÔLE HORAIRE	 ← 25 m min →	 ← 25 m →	
TC AT SERVICE PARK ENTRANCE CH ENTREE DU PARC D'ASSISTANCE	 ← 5 m →	 ← 5 m →	
TC AT SERVICE PARK EXIT CH SORTIE DU PARC D'ASSISTANCE	 ← 5 m →	 ← 5 m →	Usually leads to RA and/or TZ Mène généralement à une aire de ravitaillement et/ou une zone pneumatiques.
TIME CONTROL AND SS START CH ET DEPART D'ES	 ← 25 m min →	 ← 50-200 m →  ← 25 m →	
With optional Tyre Warming Zone Avec Zone de Chauffage des Pneus optionnelle	 ← 25 m min →	 ← 500 m min →  ← 100 m min →  ← 25 m →	
END OF SS FIN D'ES	 ← 100 m → ADVANCE INDICATION AVERTISSEUR	 ← min. 200m → FLYING FINISH LINE LIGNE D'ARRIVEE	 ← 25 m → STOP CONTROL CONTRÔLE STOP
OTHER FIA STANDARD RALLY SIGNS (diameter of the signs: about 70cm) AUTRES PANNEAUX DE SIGNALISATION STANDARD DE LA FIA (diamètre des panneaux : 70 cm environ)			
	WHITE SYMBOL ON YELLOW BACKGROUND SYMBÔLE BLANC SUR FOND JAUNE	WHITE OR BLACK SYMBOL ON A BLUE BACKGROUND SYMBÔLE BLANC OU NOIR SUR FOND BLEU	
TYRE MARKING / CHECKING MARQUAGE / VERIFICATION DES PNEUS			One sign for all tyre operations Un panneau pour toutes les opérations liées aux pneus
REFUELLING AREA AIRE DE RAVITAILLEMENT			One sign for all refuel operations Un panneau pour toutes les opérations liées aux ravitaillements
SERVICE AREAS AIRES DE SERVICE			One sign for service operations Un panneau pour toutes les opérations liées aux assistances
MEDIA ZONES ZONES MEDIAS			One sign for media zones Un panneau pour les zones réservées aux médias
RADIO POINT POINT RADIO	 ← 100 m → WARNING SIGN AVERTISSEUR		Radio point Point radio
MEDICAL VEHICLE POINT VEHICULE MEDICAL	 ← 100 m → WARNING SIGN AVERTISSEUR		Medical Vehicle point Véhicule médical

Les distances devront être respectées dans toute la mesure du possible. Distances shall be respected as near as practically possible.

2. PANNEAUX DE SIGNALISATION STANDARD DE LA FIA

2. FIA STANDARD SIGN BOARDS

<p>TIME CONTROL CONTRÔLE HORAIRE</p> <p>Color of control zone entry: YELLOW Color of control: RED Couleur de début de zone : JAUNE Couleur du contrôle : ROUGE</p>	<p>SS START DEPART D'ES</p> <p>Color: RED Couleur : ROUGE</p>	<p>FLYING FINISH LINE LIGNE D'ARRIVEE LANCEE</p> <p>Color of control zone entry: YELLOW Color of control: RED Couleur de début de zone : JAUNE Couleur du contrôle : ROUGE</p>
<p>STOP CONTROL CONTRÔLE STOP</p> <p>Color: RED Couleur : ROUGE</p>	<p>PASSAGE CONTROL CONTRÔLE DE PASSAGE</p> <p>Color of control zone entry: YELLOW Color of control: RED Couleur de début de zone : JAUNE Couleur du contrôle : ROUGE</p>	<p>BEGIN OF MEDIA ZONE DEBUT DE LA ZONE MEDIAS</p> <p>Color: BLUE Couleur : BLEU</p>
<p>BEGIN OF SERVICE AREA DEBUT DE L'AIRES D'ASSISTANCE</p> <p>Color: BLUE Couleur : BLEU</p>	<p>BEGIN OF TYRE MARKING/CHECKING ZONE DEBUT DE LA ZONE MARQUAGE/ VERIFICATION PNEUS</p> <p>Color: BLUE Couleur : BLEU</p>	<p>BEGIN OF REFUELLING AREA DEBUT DE L'AIRES DE RAVITAILLEMENT</p> <p>Color: BLUE Couleur : BLEU</p>
<p>TYRE WARMING ZONE ZONE DE CHAUFFE DES PNEUS</p> <p>Color: BLUE Couleur : BLEU</p>	<p>RADIO POINT POINT RADIO</p> <p>Color of the warning: YELLOW Color of the point: BLUE Couleur de l'avertisseur : JAUNE Couleur du point : BLEU</p>	<p>MEDICAL VEHICLE POINT VEHICULE MEDICAL</p> <p>Color of the warning: YELLOW Color of the point: BLUE Couleur de l'avertisseur : JAUNE Couleur du point : BLEU</p>
	<p>END OF ZONE FIN DE LA ZONE</p> <p>Color: BEIGE Couleur : BEIGE</p>	



APPENDIX 7 – PENALTIES

PENALTY NO	DESCRIPTION	TIME PENALTY	FINANCIAL PENALTY	EXCLUSION – CoC 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 early											
P3	Late Check OUT Parc Ferme	1 Min per Min late											
P4	Late arrival into Parc Ferme: Maximum of 60 Min (any lateness exceeding 60 Min will be deemed a non-arrival)	1 Min per Min late (Up to 60 Mins)											
P5	Any lateness exceeding 60 Mins arrival into Parc Ferme will be deemed a non-arrival	4 Hours											
P6	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.	Add 3 Hours multiplied by two (2)											
P7	Missing the whole day. Not starting from Parc Ferme is deemed as not starting the day	Accumulation of the maximum time for competitive sections run multiplied by two (2)											
P8	Late at the finish of a competitive stage (exceeding the maximum lateness prescribed as per the rally itinerary) – Considered an OTL	Add 3 Hours multiplied by one point five (1.5)											
P9	Reversing into a control – applies in instance of ‘overshooting’ a control	15 Min											
P10	Alteration to timecard (Illegal)	120 Min											
P11	Loss of timecard			Up to exclusion	✓								
P12	Missing stamp or sign on timecard			Up to exclusion	✓								
P13	Early departure from TCs’ or CSs’	15 Min			✓								
P14	Speeding 1 st offence– road section (liaison)	Reprimand											
P15	Speeding 2 nd offence– road section (liaison)	Financial Penalty	\$150.00										
P16	Speeding 3 rd offence– road section (liaison)	Financial Penalty	\$250.00		✓								
P17	Not observing traffic laws			Up to exclusion	✓								
P18	Unsporting behavior by any registered member of the team	60 min			✓								
P19	Non-Compliance with the technical / safety requirements	Start refusal			✓								
P20	Speeding in a slow zone (Competitive)	<table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td>Between 1 & 5 Km/h</td> <td>10 seconds per each km/h</td> </tr> <tr> <td>Between 6 & 15 Km/h</td> <td>20 seconds per each km/h</td> </tr> <tr> <td>Between 16 & 40 Km/h</td> <td>30 seconds per each km/h</td> </tr> <tr> <td>Above 41 Km/h</td> <td>1 Minute per each km/h</td> </tr> </table>	Between 1 & 5 Km/h	10 seconds per each km/h	Between 6 & 15 Km/h	20 seconds per each km/h	Between 16 & 40 Km/h	30 seconds per each km/h	Above 41 Km/h	1 Minute per each km/h			
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Between 16 & 40 Km/h	30 seconds per each km/h												
Above 41 Km/h	1 Minute per each km/h												
P21	Not following the officials’ instructions	30 Min											



P22	Forbidden reconnaissance	180 Min			Up to exclusion							
P23	Not giving assistance in event of an accident	30 Min			Up to exclusion							
P24	Failure to report accidents	30 Min			Up to exclusion							
P25	Forbidden assistance	2 Hours										
P26	Monetary fines must be paid in full prior to restart	Up to exclusion										
P27	Failure to arrive at a control as prescribed in the road book				Up to exclusion	✓						
P28	Driving against rally direction, in forward gear, in a competitive section (CS)	3 Hours			Up to exclusion							
P29	Driving at excessive speeds in end of day service area	60 Min										
P30	Non-compliance to event stickers (as per regulation)		\$400.00		Up to exclusion							
P31	Deliberate removal of the organizers / sponsors stickers		\$500.00									
P32	Failure to use a waterproof ground sheet per occasion		\$250.00									
P33	Failure to remove all garbage / used parts from allocated end of day service bay		\$250.00									
P34	Service outside designated service zones	2 Hours										
P35	Deviations more than 200 meters from the prescribed rally route as determined by either the tracking system data or by physical measurement by a rally official	1 Hour										
P36	Engine change	4 Hours										
P37	Failure to report any accidents to the controller of that section and the CRO	30 Min										
P38	Competitor interference				Up to exclusion for both parties	✓						
P39	Service crew entering live stage				Up to exclusion	✓						
P40	Faulty wiring hindering operation of the tracking device and has not been corrected, the penalties will be as follows:	<table border="1"> <tr> <td>1st Infringement</td> <td>Warning</td> </tr> <tr> <td>2nd Infringement</td> <td>5 Min penalty</td> </tr> <tr> <td>3rd Infringement</td> <td>30 Min penalty / report to steward</td> </tr> </table>	1 st Infringement	Warning	2 nd Infringement	5 Min penalty	3 rd Infringement	30 Min penalty / report to steward				
1 st Infringement	Warning											
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3 rd Infringement	30 Min penalty / report to steward											
P41	Forbidden air support				Up to exclusion	✓						
P42	Use of forbidden pace notes				Up to exclusion	✓						