

EAST AFRICAN SAFARI CLASSIC RALLY

2023



Date:	21 MARCH 2023	Time:	1700 Hrs
Subject:	BULLETIN NO: 1	Document No:	1.1
<i>From:</i>	<i>The Clerk of Course</i>		
<i>To:</i>	<i>All competitors / crew members</i>		
	<i>Number of pages: 5 Attachments: 1</i>		

Amendments to the East African Safari Classic Rally Event Regulations

1. Art. 3 - Event Organisation Committee

3.1 Event Organiser

REMOVE

Address of Secretariat:	East African Safari Rally LTD ICD, Alphana Business Park Unit 7 Nairobi, Kenya. E-mail: info@eastafricansafarirally.com qahir.rahim@eastafricansafarirally.com
KMSF Permit Number:	TBA 0432
AAT Permit Number:	TBA

3.2 Organising Committee & Officials

ADD

3.2 Organising Committee & Officials	
Panel of Stewards	
Chairman Chairperson	Surinder THATTHI (KMSF-STW-020-000001-A) Tanja GEILHAUSEN (SPA1045304)
Rally Steward	TBA Nazir Yakub (KMSF-STW-020-000008)
Rally Steward	TBA Joan NESBITT
Organising Committee	
General Manager	Pipi RENU
Event Director:	Gillian DYKES
Rally Secretary:	Ida TALLAM
Clerk of Course:	Onkar KALSI (KMSF-COC-020-000013-A) Renzo BERNARDI
Deputy Clerk of Course:	Qahir RAHIM
Deputy Clerk of Course:	Raju CHAGGAR (KMSF-COC-022-000017)
Chief Safety Officer	Dash PATEL
Rally Control Manager	Mwaura NJUGUNA
Tracking & Chief Control Officer	Harry SAGOO (KMSF-COC-020-000006-B)
Timing Equipment:	Peris KIBOI
Chief Results Officer	Darash PATEL
Chief Media Safety Officer	Anwar SIDI
Chief Media Officer	TBA
Technical Consultant	Viren GORICHA
Chief Scrutineer:	Viren GORICHA Musa LOCHO
Assistant Scrutineer:	Antarjot SAIMBI Robert GOW
Service Park Manager:	Karen KINYA
Event Medical Team	

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Chief Medical Officer:	VP Singh CHAUHAN
Event Security Team	
Chief Security Officer	Mikey DIAS Peter D'COSTA
Competitor Relations	
Competitor Relations Officer:	Jean NESBITT Jenny DANCE
Competitor Relations Officer:	TBA Ida TALLAM

2. Art. 4 - Event Entry

4.1 Eligible Cars & Classes

ADD

III. Classes eligible to enter are as follows:

Class 1 – Upto and including 1600cc

Class 2 – ~~Upto and including 2000cc~~ **(1601cc Upto and including 1800cc)**

Class 3 – ~~Upto and including 3000cc~~ **(1801cc Upto and including 2000cc)**

Class 4 – ~~Over 3000cc~~ **(2001cc Upto and including 3000cc)**

Class 5 – (3001cc and over)

The responsibility lies with the entrant to ensure they are entered into the right class. There must be a minimum of three (3) entries in order to create a running class.

3. Art. 4 - Event Entry

4.5 Entry Responsibility and Indemnities

REMOVE

II. **The Organiser also declines the entrant's liability for breach of Laws and Regulations of the Republic of Kenya and Tanzania.**

4. Art. 6 – Scrutineering

6.1 Pre-event Scrutineering

ADD

VI. The winners of every class will undergo post-event scrutineering. Engines may be opened in order for the bore and stroke to be measured. ~~Other competition cars may be selected at random.~~ **Other vehicles may also be selected at the discretion of the organizers.**

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5. Art. 8 – Sporting Obligations & Running of the Rally

8.8 Service Arrangements

REMOVE and ADD

- I. ~~NO service, management or auxiliary vehicle is permitted on the competitive section under any circumstance while the stage is live.~~ **No service or management vehicle and/or team personnel are permitted on any stage while it is live. Once the sweeper vehicle has gone through then the stage is deemed clear and the respective competitors team can go and recover their car with the permission of the Clerk of Course.** Service crews may not establish 'spares drop points' or leave spares, tyres, or fuel at any point along the prescribed route. (Refer to: **Penalty P39**).

6. Art. 8 – Sporting Obligations & Running of the Rally

8.13 Missing of Competitive Sections & Retirement

ADD

- 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). **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.** However, those competitors that have missed stage/s or not finished stage/s are very unlikely to be able to make up the time to enable them to be classified above those competitors that have completed every stage of the rally. The aim of this is to ensure that the competitors that have completed all stages are classified above those that have missed even one stage. **Faster competitors may be reseeded by the Clerk of Course to run them in a safe position.**

REMOVE

- IV. ~~Drivers will be permitted to miss a maximum of **3 stages**.~~
 - a. ~~Collectively/ entire day. Additionally, not starting from Parc Ferme is deemed as not starting the day. (Refer to: **Penalty P7**)~~
 - b. ~~Individually (Refer to: **Penalty P6**) with penalties as specified in these regulations.~~

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7. APPENDIX A - PENALTIES

REMOVE and ADD

P6	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.)	Maximum time of the stage x 2 3 HOURS x 2				Pg 21, 8.10. Vii. Pg 22, 8.13. i. Pg 22, 8.13. iv. b.
P8	Late at the finish of a competitive stage (Exceeding the maximum lateness prescribed as per the rally itinerary) – Considered an OTL.	Maximum time of stage 3 HOURS x 1.5				Pg 20, 8.9. i. Pg 21, 8.10. vi. Pg 22, 8.12. vi.

Amendments to the East African Safari Classic Rally Technical Regulations

1. APPENDIX B – VEHICLE REGULATIONS

Classic Safari Rally Class Structure

REMOVE and ADD

Class 1 – Upto and including 1600cc
Class 2 – Upto and including 2000cc (1601cc Upto and including 1800cc)
Class 3 – Upto and including 3000cc (1801cc Upto and including 2000cc)
Class 4 – Over 3000cc (2001cc Upto and including 3000cc)
Class 5 – (3001cc and over)

The responsibility lies with the entrant to ensure they are entered into the right class. There must be a minimum of three (3) entries in order to create a running class.

2. Art. 4 Mechanical Modifications

4.1 Engines

REMOVE and ADD

- 4.1.2 Engine capacity is restricted to the manufacturer's specification for cars produced before 31st December 1985 or homologated option before that date. However, a ~~2.00mm/0.080"~~ **1.5mm/0.060"** overbore beyond the homologated bore size is permissible. **The organisers will be checking and measure bore/stroke of the engines before at post-event scrutineering. Competitors are advised to ensure their entry is in the correct classes entered.**

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3. Appendix D – TRACKING

ADD

COMPLETE AND NEW INSTALLATION MANUAL FOR RALLY SAFETY SYSTEM.

(ATTACHMENT 1 – APPENDIX D TRACKING)

Competitors are reminded that the 'Overtake Function' on the console is for optional and discretionary use and as such this function has no regulatory value or basis. Acknowledgement and/or otherwise of an overtake request is the sole choice of a competitor and there is no official recourse in the event that an overtake request is unacknowledged and/ or ignored.

The fitting of these system components is mandatory.

A handwritten signature in black ink, appearing to read 'Renzo Bernardi', written in a cursive style.

**RENZO BERNARDI
CLERK OF COURSE**

Appendix D – TRACKING

RALLY SAFETY SYSTEM

INSTALLATION MANUAL

GENERAL

- 1.1. It is mandatory that each rally vehicle to have properly installed and working “RALLY SAFETY SYSTEM” on board of the racing vehicle.
- 1.2. The system is rented at the administrative check and it is installed and sealed by the organizer at the scrutineering.
- 1.3. A deposit published in the supplementary regulations must be paid in cash only at the administrative check. Deposits are refunded in cash at sight when the equipment is returned to the organizer in working condition.
- 1.4. The tracking devices will be dismantled by the organizer in the last Parc Ferme or Time control. If a crew retires the rally, they can dismantle the Rally Safety System without causing any damage to the hardware and return it to the HQ, where after checking of the condition of the devices and hardware, the deposit will be refunded.
- 1.5. Crews will receive special Base/Mounting brackets for the Com-Box unit, that must be installed according to this appendix on the rally vehicle before entering the scrutineering.

1.6. It is the competitor's responsibility to ensure that the Rally Safety System always remain permanently connected and switched on with the antenna connected throughout the duration of the rally. Any crew that fails to do so, or if it is noted that the system is not in operation through the fault of the crew, will be reported to the Clerk of the Course and will incur a penalty of at least 15 minutes, which may be increased at the discretion of the Stewards.

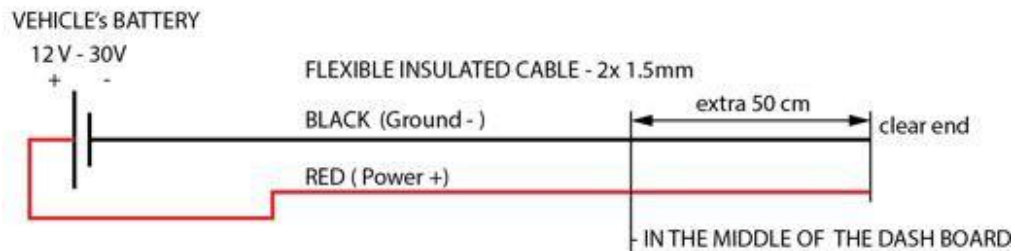
SYSTEM COMPONENTS

- 2.1. GPS Tracker – 75 x 75 x 30 mm. Installed by the organizer at scrutineering on the required position. The device is IP 67 protected and have built in battery providing back up power if the external power is lost. See bellow possible installation locations and positions.
- 2.2. Com-Box – 75 x 75 x 30 mm. Installed by the organizer at scrutineering on the required position. The device is IP 67 protected and have built in battery providing back up power if the external power is lost. See bellow possible installation locations and positions.
- 2.3. Buzzer/Alarm – 55 x 55 x 70 mm. Installed by the organizer at scrutineering on the required position. See bellow possible installation locations and positions.
- 2.4. Base/Mount bracket for Com-box – 75 x 75 x 25 mm. Given at the administrative check, Installed by Crew on the required position before entering scrutineering. See bellow possible installation locations and positions.
- 2.5. RF extension and antenna installed on the buzzer/alarm or Com-box
- 2.6. It is forbidden to unseal, disassemble, and remove the external power supply for the devices. Checks will be carried out during the event.



POWER SUPPLY

- 3.1. **IMPORTANT !!!** The battery master cut-off (kill) switch **MUST NOT DISCONNECT** the power supply for the Rally Safety System.
- 3.2. It is the responsibility of the competitors alone to provide, **DIRECT POWER SUPPLY** from the vehicle's battery according to the drawings provided.
- 3.3. The power cables must be "flexible" (multi wire), insulated cables – 2 x min 0.5 to 1.25 mm² (preferably with RED and BLACK insulation color).
- 3.4. The connection may have an **IN-LINE FUSE** - "BLADE TYPE" of 5A.



- 3.5. The wires must be prepared in advance and connected to the vehicle's battery when the vehicle is presented for scrutineering.
- 3.6. The cable must have minimum 50cm extra usable length from the middle of the dash board (See installation position).
- 3.7. The connection to the Rally Safety System will be done with a simple connector terminals supplied by the organizer.

3.8. Electrical details:

- The allowed range of voltage is 6V to 30V DC.
- The nominal voltage is 12V.
- Energy consumption in idle state (at 12.6V power supply): 250mA r.m.s.
- Maximal power consumption – 2W

CONNECTORS

- 4.1. The power supply cables (Power+ and Ground-) must be equipped with **FULLY INSULATED FEMALE Crimp Spade Terminal Connector - 6.3 x 0.8mm.**
- 4.2. See the graphic bellow for example:

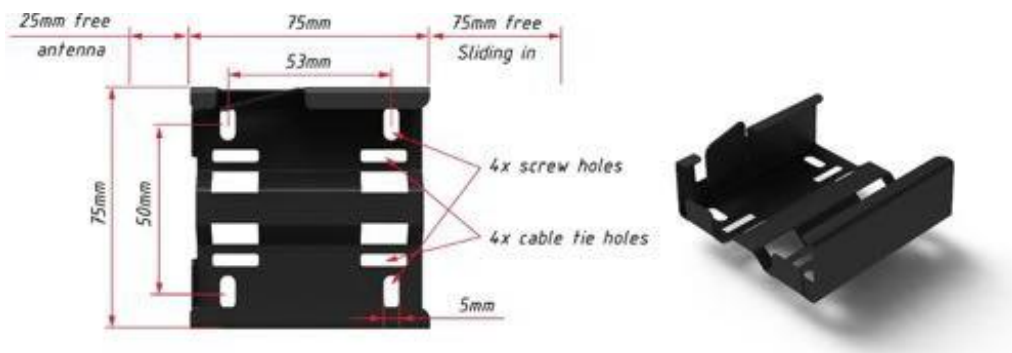


MOUNTING OF THE SYSTEM COMPONENTS:

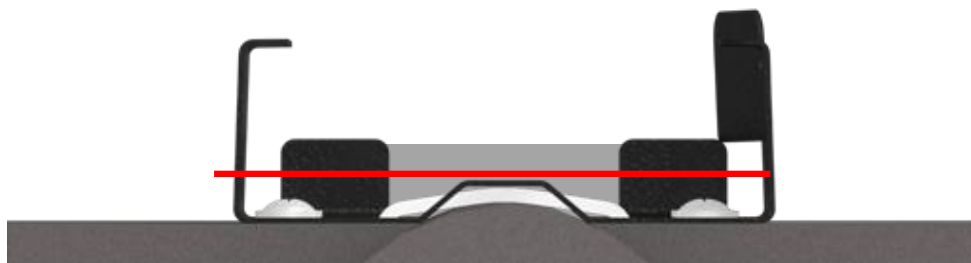
- 5.1. **It is the competitor's responsibility to ensure that there is enough free space for each of the system components to be installed.**
- 5.2. The system components will be installed by the organizer at the scrutineering.
- 5.3. The mounting of the components is specifics of each vehicle type using the following (supplied by the organizer): Cable/zip ties , 3M Velcro tape, Electrical connectors

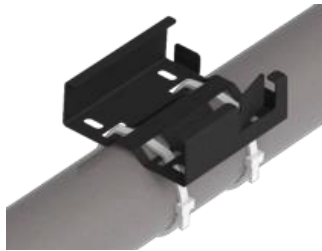
COM-BOX INSTALLATION

- 6.1. Base/Mount bracket will be distributed at the administrative check to each crew and must be installed on the rally vehicle before scrutineering.
- 6.2. Base/Mount bracket can be directly bolted or zip-tied or stuck to the rally vehicle at the designated location by the crew. It is the responsibility of the crew alone to install the bracket before scrutineering.
- 6.3. A minimum of 75mm on the sliding side of the bracket and 25mm on the antenna side must be free for the Com-Box unit.
- 6.4. The installation location must be in reach of the Rider or Co-driver for operation in the rally.

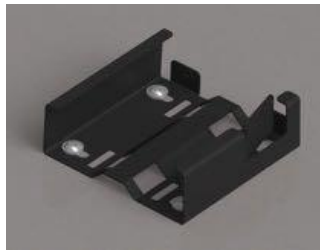


6.5. No bolt/screw heads or cable/zip ties can protrude over the red line as marked below.





Cable / zip tie fixture



Screw / bolt fixture



Com-Box unit installed in bracket

INSTALLATION POSITION: CARS



#	Location	Fixing
1 – Power supply cable end	Middle of the cockpit or co-driver „A-pillar“	Zip ties
2 – GPS Tracker	„A-pillar“ or dashboard or horizontal roll-bar tube	Zip ties or velcro tape
3 – Com Box	dashboard	Base/mount bracket
4 – Buzzer / Alarm	„A-pillar“ or dashboard or horizontal roll-bar tube	Zip ties

