



EVENT REGULATIONS

EAST AFRICAN SAFARI CLASSIC RALLY



9TH - 18TH DECEMBER 2023

VERSION 1.3. RELEASE DATE: 14TH OCTOBER 2022

EAST AFRICAN SAFARI RALLY LTD
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EVENT REGULATIONS – EAST AFRICAN SAFARI CLASSIC RALLY 2023

EVENT PROGRAMME

<u>OPENING DATE OF ENTRIES</u>	<u>: Monday, 11th 18th October 2022</u>
<u>CLOSING DATE OF ENTRIES</u>	: Monday, 2 nd October 2023
<u>PUBLICATION OF SEEDED ENTRY LIST (MEDIA LAUNCH) PUBLICATION OF DOOR NUMBERS</u>	: Wednesday, 1 st November 2023, Nairobi. Venue TBA electronically .
<u>CLOSING OF LATE ENTRIES</u>	: Friday, 27 th October 2023
<u>DOCUMENTATION</u>	: Will be done electronically via a google form. (Link to be Provided)
<u>COLLECTION OF STICKERS</u>	: Local Entries: Monday, 27th Thursday, 30th November 2023 – From 09h00 to 15h00 at the Rally Office in Nairobi. Alphana Business Park, Unit 7. : International Entries: Wednesday 6th, Thursday 7th & Friday 8th Tuesday, 5th December 2023 – From 09h00 to 16h00 at the Rally Office in Mombasa Vipingo Ridge.
<u>SCRUTINEERING & TRACKING SYSTEM FITTING</u>	: Pre Arranged Scrutineering at venues away from Rally Hotel: Wednesday, 6th December 2023 – Start from 08h00 to 16h00. : General: Wednesday 6th, Thursday 7th (Start from 08h00 to 16h00) and Friday 8th December 2023 (Start from 08h00 to 12h00.) Venue Vipingo Ridge.
<u>TEAM MANAGERS BRIEFING</u>	: Friday, 8 th December 2023 at 12h30 via an emailed document Vipingo Ridge. : Thursday, 14th December 2023 at 12h30 Tamarind Tree.
<u>MANDATORY DRIVERS BRIEFING</u>	: Friday, 8 th December 2023 from 14h00 to 15h30 in Mombasa at the Rally Hotel Vipingo Ridge.
<u>STEWARDS FIRST MEETING</u>	: Friday, 8th December 2023 from 16h00 in Mombasa at the Rally Hotel. Saturday, 9th December 2023 from 16h00 at Vipingo Ridge.
<u>PUBLICATION OF START LIST</u>	: Friday, 8th December 2023 at 17h30 in Mombasa at the Rally Hotel. Saturday, 9th December 2023 from 17h30 at Vipingo Ridge.
<u>WELCOME PARTY</u>	: Friday, 8 th December 2023 from 18h00 in Mombasa at the Rally Hotel. Vipingo Ridge – Clubhouse Rooftop
<u>CERIMONIAL START OF RALLY</u>	: Saturday, 9 th December 2023 from 09h00 in Mombasa Vipingo Ridge.
<u>PROLOGUE (SPECTATOR STAGE)</u>	: Saturday, 9 th December 2023 after ceremonial start of rally.
<u>REST DAY</u>	: Thursday, 14 th December 2023 at the Rally Hotel Nairobi, Carnivore Grounds
<u>FINISH OF RALLY</u>	: Monday, 18 th December 2023 from approx. 14h00 in Mombasa at the Rally Hotel Leisure Golf Club, Diani.
<u>POST EVENT SCRUTINEERING</u>	: Monday, 18 th December 2023 from approx. 15h00 in Mombasa at the Rally Hotel Leisure Golf Club, Diani.
<u>PUBLICATION OF PROVISIONAL RESULTS</u>	: Monday, 18 th December 2023 after arrival of last car.
<u>RAMP CEREMONY</u>	: Monday, 18 th December 2023 after publication of Provisional Results Leisure Golf Club, Diani.

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PRIZE GIVING	: Monday, 18 th December 2023 at 18h30 at the Rally Hotel Leisure Golf Club, Diani.
DIGITAL NOTICE BOARD	: On rally website, www.eastafricansafarirally.com : On Sportity: Password: EACCLASSIC23

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ART. 1- INTERPRETATION OF REGULATIONS & AMENDMENTS

- The stewards are 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 East African Safari Classic Rally being held from the 9th – 18th December 2023 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's International Sporting Code is the regulation basis for this event with additional technical freedoms (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 ICD, Alpha Business Park Unit 7 Nairobi, Kenya. E-mail: info@eastafricansafarirally.com qahir.rahim@eastafricansafarirally.com
Name of Rally:	East African Safari Classic Rally 2023
Official Website:	www.eastafricansafarirally.com
Digital Notice Board:	Available online at the rally's official website AND on Sportity (Password: EACLASSIC23).
KMSF Permit Number:	TBA 0432
AAT Permit Number:	TBA

3.2 Organising Committee & Officials

Panel of Stewards	
Chairman Chairperson	Surinder THATTHI (KMSF-STW-020-000001-A) Tanja GEILHAUSEN (FIA-STW-022-000129)
Rally Steward	TBA Sheryl KIBAKI
Rally Steward	TBA Mwuara NJUGUNA
Organising Committee	
General Manager	Pipi RENU
Event Director:	Gillian DYKES Raju CHAGGAR
Rally Secretary:	Ida TALLAM
Clerk of Course:	Onkar KALSI (KMSF-COC-020-000013-A) Renzo BERNARDI
Deputy Clerk of Course:	Qahir RAHIM Tash TUNDO
Assistant Clerk of Course	Amandeep VIRDI
Chief Safety Officer	Dash PATEL
Rally Control Manager	Mwaura NJUGUNA
Rally Office Manager	Chantal YOUNG
Tracking & Chief Control Officer	Harry SAGOO (KMSF-COC-020-000006-B)
Timing Equipment:	Peris KIBOI Yanko KALEV
Chief Results Officer	Darash PATEL Alex KOVATCHEV
Chief Media Safety Officer	Anwar SIDI
Chief Media Officer	TBA Eddy KIMANI
Chief Scrutineer:	Viren GORICHA Musa LOCHO
Assistant Scrutineer:	Antarjet SAIMBI Robert GOW
Service Park Manager:	Karen KINYA Joel MUCHIRI
Event Medical Team	
Chief Medical Officer:	VP Singh CHAUHAN
Event Security Team	
Chief Security Officer	Mikey DIAS Deepak DODHIA
Competitor Relations	
Competitor Relations Officer:	Joan NESBITT Jenny DANCE
Competitor Relations Officer:	TBA Linet AYUKO

ART. 4- EVENT ENTRY

4.1 Eligible Cars & Classes

- I. **Appendix B - Vehicle Regulations** article 1 specifies the classes eligible.
- 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 (3rd party and COMESA) is required.
- III. Where a vehicle has been manufactured before 31st December 1985 and is mechanically and bodily identical to those manufactured or consistent with an appropriate FIA homologation prior to this date, its body and the vehicle will be considered eligible to enter the event.

Classes eligible to enter are as follows:

- Class 1 – Upto and including 1600cc
- Class 2 – ~~Upto and including 2000cc~~ 1601cc Up to and including 1800cc
- Class 3 – ~~Upto and including 3000cc~~ 1801cc Up to and including 2000cc
- Class 4 – ~~Over 3000cc~~ 2001cc Up to 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.

4.2 Competitors Eligibility

- I. Any person holding a Valid ASN, International and / or Kenyan National Competition Super Licence and a Valid Driving license is eligible to enter. All foreign competitors must have a letter of authorization from their respective ASN's.
- 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 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.
- 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: 14TH OCTOBER 2022**
- II. **Closing Date: 2ND OCTOBER 2023** (Late entries will not be accepted.)
- III. Entries to be sent to the rally secretariat on the address in section 3.1.
- IV. **Entries limited to a maximum of 60 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.
- V. **Entry documentation to be checked are (for Both Driver and Co-driver):**
 - a. Online Entry Form Duly Completed and Signed
 - b. ~~Online Self-Scrutineering Form~~
 - c. International or National Competition Licence (for international competition licenses, a letter from your ASN is required)
 - d. Driving licence issued from your country of residence.
 - e. Personal Accident Insurance Cover (~~Recommended but not~~ mandatory.)
 - f. Passports (if applicable)
 - g. Car Registration Documents and Homologation Papers
 - h. Carnets and contents list for all vehicles (if applicable)
 - i. 3rd Party Insurance (available and payable at documentation)
- VI. **International Entry Fee** for the event is as follows:
USD \$35,000/- (Thirty-Five Thousand) / KSHS (Rate of exchange at time applicable)
- VII. **Local Entry Fee** for the event is as follows:
USD \$15,000/- (Fifteen Thousand) / KSHS (Rate of exchange at time applicable)

Applicable for residents of Kenya, Uganda, and Tanzania. *Moreover, this is also applicable to international drivers who source a local supplier and set up an arrive and drive package from a local supplier.*

NOTE: FOR ANY DRIVER WHO ENTERED THE MINI EVENT IN 2022, THE EXACT AMOUNT PAID OF \$1500 WILL BE DISCOUNTED FROM THE MAIN CLASSIC FEE.

Entry fee can be paid by Mpesa or bank transfers only.

International Entry fee payment schedule:

	<i>PAYMENT OF ENTRY</i>	
a) Upon application / registration (Non-refundable)		USD\$ 5,000
b) 1 st Instalment –	<u>31st January 2023</u>	USD\$ 7,500
c) 2 nd Instalment –	<u>31st March 2023</u>	USD\$ 7,500
d) 3 rd Instalment –	<u>31st May 2023</u>	USD\$ 7,500
e) 4 th Instalment –	<u>31st July 2023</u>	USD\$ 7,500

Local Entry fee payment schedule:

	<i>PAYMENT OF ENTRY</i>	
a) Upon application / registration (Non-refundable)		USD\$ 5,000
b) 1 st Instalment –	<u>31st January 2023</u>	USD\$ 2,500
c) 2 nd Instalment –	<u>31st March 2023</u>	USD\$ 2,500
d) 3 rd Instalment –	<u>31st May 2023</u>	USD\$ 2,500
e) 4 th Instalment –	<u>31st July 2023</u>	USD\$ 2,500

VIII. **Entry Cancellation, Non- Payment of fees:**

In the event a competitor cancels his/her entry of non-payment of fees by the due dates, the following refunds will apply:

a) Withdrawal before 1 st July 2023	Refund any fee over USD\$ 5,000
b) Withdrawal after 2nd October 2023 Withdrawal from 2 nd July to 31 st July	No Refund- Refund any fee over USD\$ 5,000
c) Withdrawal after 31st July 2023	No refund.

Due to the oversubscription of the even, the organisers have brought forward the withdrawal date to 31st July 2023. No refund will be applicable to any withdrawal after this date.

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 USD\$ 5000.

IX. **Entry application:** After entry form submission, payment details will be emailed including Bank transfer details. Your entry will only be accepted upon payment of the initial registration deposit.

X. **Entry Refusal:** The Organisers reserve the right to refuse any entry application.

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

- a) **Driver and Co-Driver.** One twin bed hotel room for two nights 8th & 9th December 2023 in Mombasa at the rally hotel and two nights for the event for the 17th December & 18th December 2023 in Mombasa on a half board basis and including one twin bedded room on full board basis at all the night stops of the rally.
- b) **Service Crew Accommodation.** In two rooms (Twin or Double only) for service crew for two nights 8th & 9th December 2023 in Mombasa at the rally hotel and two nights for the event for the 17th December & 18th December 2023 and for all the night stops during the event. This accommodation may not be at the same hotel as competitors. **Please note** this applies only to international entries at the full entry fees.
- c) **Unloading, Customs Clearance** (in Mombasa only), delivery of containers in Mombasa to a secure yard and storage, provision of containers after the rally in Mombasa and shipping to and from selected ports in Europe (surcharges for USA and Australia) for only the competing vehicle, its spare parts, and tyres in a 20ft container is included in the entry fees. Note fee for customs bond on temporary import of spare parts not on a carnet is charged as an extra.
- d) **Dock charges.** All loading, customs and packing charges at the port of origin and upon return of the rally car to the port of origin any off-loading, customs and other port charges will be paid by the entrant.
- e) **Transfers,** to Container storage depot should be requested for.
- f) **Border Clearance** at all national borders during the rally.

- g) **Prize-Giving Tickets.** Four tickets to the prize-giving event. Additional tickets can be purchased through our offices.
- h) **Clothing.** An event clothing pack for the driver and navigator.
Flying Doctor Service. Membership of the Flying Doctor for the duration of the Rally for the crew and the service crew. 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.
- i) **Transfers from Mombasa Airport** to the Rally Hotel should be requested for.
- j) **Transfers from the Rally Hotel to the Airport** should be requested for.
- k) **Park Entry fees** (as applicable) for driver, co-driver, and rally car only.
- l) **Note** - Service crew pay their own park entry fees and vehicle charges additionally as the costs can only be calculated during the Service Registration procedure. Costs will be advised in Mombasa during 'Signing on' or earlier.
- m) **Note – Teams will be required to apply on their own for their Kenya and Tanzania visas from their country of origin.**

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

- a) **Driver and Co-Driver.** One twin bed hotel room for two nights 8th & 9th December 2023 in Mombasa at the rally hotel and two nights for the event for the 17th December & 18th December 2023 in Mombasa on a half board basis and including one twin/double bedded room on full board basis at all night stops of the rally.
- b) **Border Clearance** at the national borders during the rally.
- c) **Prize-Giving Tickets.** Four tickets to the prize-giving event. Additional tickets can be purchased through our offices.
- d) **Clothing.** An event clothing pack for the driver and navigator.
- e) **Park Entry Fees** (As applicable) for driver and co-driver and rally car only.
- f) **Note** - Service crew pay their park entry fees and vehicle charges additionally as the costs can only be calculated during the Service Registration procedure. Costs will be advised in Mombasa during 'Signing on' or earlier.

XIII. **Retirement from the Event:** At a point when the competitor retires from the event, he relinquishes all rights of the competitor.

Additional Accommodation: We have negotiated flexible rates with the hotels at each night stop for competitors and their teams. Contact the EASCR offices to inquire further about accommodation. Additionally, the competitors and their teams 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.

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- XIV. **Personal Accident Cover:** For participating crew, it is compulsory, and crews must produce evidence of PA Insurance cover for both crew members during 'signing on' procedures.
- XV. **3rd 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. 3rd party insurance may be purchased through the Organisers arranged insurance company.
- XVI. **Team Registration and Team Award:**
A team of not less than two and not more than five cars may enter on payment of USD\$ 200 (or any equivalent currency) per car on or before 23rd November 2023.
The least accumulated score of the best two-team members will determine the winners of the team award. Contact EASCR regarding this.



[ENTRY FORM](https://forms.gle/TKTNUzrxh4Cq24GZ8)

<https://forms.gle/TKTNUzrxh4Cq24GZ8>



[SERVICE CREW REGISTRATION FORM](https://forms.gle/PgMx5wZawnixzmRb9)

<https://forms.gle/PgMx5wZawnixzmRb9>

4.4 Additional Fees – Tracking

- I. **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 event's last Parc Ferme will dismount the units.

If a crew retires from the rally, they can dismount the units without causing any damage to the hardware and return it to the rally HQ, where after checking of the condition of the units, the deposit will be refunded.

4.5 Entry Responsibility & Indemnities

- 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 and Tanzania.** 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, 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 or public liability 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 final 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 the FIA, ASN's and that of East African Safari Rally Limited or of motorsport 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

Distances	
Competitive	Approximately – 2000.00 KM
Transport	Approximately - 1500.00 KM
Total	Approximately - 3500.00 KM

- I. The event will cover a total distance of approximately 3500 km retracing many of the classic Safari Rally routes in Kenya ~~and Tanzania~~. All Competitive sections are comprised of gravel roads, which are ‘open’ to general traffic. The event is divided into **a maximum of 3** stages per day, over ten (10) days inclusive of one (1) 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. The defined route is prescribed by the tulip note in the road book. In the event a tulip in the road book is missed, it will be reported to the stewards who will consider the circumstances.
- III. As the rally is run to a secret route, route information will be issued during the day preceding each leg of the Rally. A map of the day’s route will be published on Sportity at 0600Hrs every morning.

ART. 6- SCRUTINEERING

6.1 Pre-Event 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. Random checks for safety requirements will be carried out during the tracker fitting exercises.
- III. Cars will be physically 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.
- IV. The following mandatory documents must be presented by the competitor / team representative and 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.
- V. Aside from the vehicle & safety requirements as per Appendix K, the following mandatory safety equipment will be checked and should be securely fastened:
 - b. FIA approved racing helmets (refer to Art 7i).
 - c. FIA approved F.H.R (refer to Art 7i).
 - d. Crew Safety Apparel.
 - e. Two reflective warning triangles.
 - f. A First aid kit approved by the Organisers.
 - g. Two fire extinguishers of 2kg each capacity each being securely fastened by two plates.
 - h. Displayed Road legal licence & insurance.
 - i. SOS/OK board **A3 Size as per FIA Appendix J**
- 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 organisers.**

6.3 Advertising

- I. **Organiser advertising is compulsory** and must be attached to the positions on the car bodywork as per Technical Regulations - Appendix C. Start decal packs are issued during the collection 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: **Penalty P30.**)
- III. **Door Decals:** A space of ~~52 cm x 52 cm~~ **45cm x 45cm** 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~~ **45cm x 45cm**) 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. (Refer to: **Penalty P30.**)
- IV. **Country of Nationality Decal:** The country of origin of the driver and co-driver must be written centrally on the roof above the windscreen in letters not less than 7cm high (e.g., AUSTRIA, KENYA). (Refer to: **Penalty P30.**)
- 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. It is NOT mandatory for the blood group, of both the driver and co-driver, to be displayed beside the drivers' names.
- VI. **Left Hand Drive Vehicles:** A "Caution LHD" sign is to be affixed to all left-hand drive vehicles **to the rear right side of the vehicle.**
- VII. **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 Clerk of Course. (Refer to: **Penalty 30**)
- VIII. 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 **USD\$ 3,000/-** to the Organisers prior to the close of Scrutineering.

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 whilst fitting of the trackers. 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. Under no circumstance may the chassis be changed.

ART. 7- GENERAL OBLIGATIONS

I. COMPETITORS SAFETY APPAREL

- a. The wearing of helmets by both crew members 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 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). Technical Regulations 2.12 Refers.

II. **RECONNAISSANCE:** is not permitted. Pre-event cars sent to check the route are also strictly forbidden.

III. **PACE NOTES:** 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 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. (Refer to: **Penalty P42**)

IV. **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: **Penalty P18**).

V. 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.

VI. **TYRES:** The maximum number of tyres permitted is 36, which may be marked. Studded tyres, slicks or mud tyres are not permitted. The maximum diameter of the tyre must not exceed 670 mm and only 'commercially available' rally type tyres are permitted.

- a. Hand cutting is permitted, but only for the purpose of introducing additional grooves no deeper than those moulded into a new tyre. Hand cutting in order to increase the depth of existing moulded is prohibited.

VII. **FUEL:** Fuel must conform to normal pump fuel as available in Kenya. Octane enhancers are permitted. AVGAS and RACE FUEL is also permitted and competitors using and transporting AVGAS and RACE FUEL may do so at their own responsibility and risk.

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- VIII. **AIR SUPPORT:** The use of helicopters or aircraft during the rally is strictly forbidden. **(Refer to Penalty: P41)**. The penalty for unauthorised use of any aircraft or helicopter is exclusion. For safety reasons, the use of aircrafts of any type, at any time during the Rally and for any purpose requires the operator to request the approval of the Rally Organisers. Approved Aircrafts must comply with event specific Aircraft Regulations. Restrictions will be imposed on flight paths and flight timing. The organisers reserve the right to insist that any authorised Aircraft carry Rally Medical staff or Rally officials.
- IX. **GPS DEVICES (I.e., Garmin's etc):** These are NOT permitted.

ART. 8- SPORTING OBLIGATIONS & RUNNING OF THE RALLY

8.1 Nominated Crew & Car

- I. 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.
- II. 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 to effect this change and subject to submitting the self-scrutineering form.

8.2 Road Blockages or Mudholes

- I. 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 data or by physical measurement by a rally official on either side will be allowed. Exceeding 150 meters from the prescribed route, will be deemed as 'leaving the prescribed rally route' and therefore will be reported to the **Stewards by the Clerk of Course and penalties may be applied.** (Refer to: **Penalty 35.**)

8.3 Tracking

- I. It is mandatory that each competitor have properly installed tracking on board of the rally vehicle and competitors are obliged to provide a power source for this tracking device as required by the Tracking Company.
- II. The Organiser at Scrutineering installs the system. See Technical Regulations - Appendix D for details of installation.
- III. If any car is found with faulty wiring which may hinder the correct operation of the tracking device and has not been corrected, the penalties will be as follows:

(Refer to: **Penalty P40**)

a) First Infringement	Warning
b) Second Infringement	5 Min Penalty
c) Third Infringement	30 Min/ Report to Stewards

8.4 Engine Change

- I. If an engine block is changed or the seal / marking is broken, the crew will receive a penalty of 4 hours. (Refer to: **Penalty P36**)

8.5 Competitors Conduct

- I. **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: **Penalty P18**)

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 its crew.

e) Within the Parc Ferme only a car can be pushed by officials.

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

- II. **Driving on a competitive section against rally direction in a forward gear is strictly prohibited. (Refer to: Penalty P28)**

8.6 Competitor Interference

- I. 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.

8.7 Outside Assistance

- I. No outside assistance is permitted.
- II. This refers to the providing of 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.
- III. 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 spare parts or any such components be it **solid or liquid.**

8.8 Service Arrangements

- 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**).
- II. Competitors are responsible for the actions/ behaviour of their service crew and other team, or team associated vehicles (for example family vehicles).
- III. **SERVICE:** After each competitive stage, there is a 'Road Side 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.
 - a. All Competing Cars must be serviced and repaired within the Service Zone limits. Pre-arranged service locations are NOT permitted.
 - b. **Non-compliance will be reported to the Stewards and penalties may be applied.**
 - c. 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.
 - d. 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.
- IV. **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 (Refer to: **Penalty P4**) 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.** (Refer to: **Penalty P29**)
- V. **FLEXI SERVICE:**
 - a. 3 min mandatory holding applies, flexi service thereafter up to and not later than 23:00hrs. (E.g., your car latest time out of holding shall not exceed 21:00 hrs.) penalties applicable thereafter. Maximum holding time permitted is up to 2 hours only. (Refer to: **Penalty P3**)
 - 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 likewise is responsible for all entries on that time card.
 - c. Early check-in at the time control after flexi-service is permitted without penalty.

- VI. **OVERNIGHT STOPS:** Every night there will be 'Parc Ferme' enforced at all overnight stops for which there will be a penalty (Refer to: **Penalty P4**) for not reporting to the Parc Ferme at your due time.
- VII. **MAXIMUM CREW:** A maximum of 4 personnel plus the driver and navigator are permitted to work on the car within the service zones. Wearing of service tabards is compulsory.

8.9 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 **and/or missed stage penalties applied.** (Refer to: **Penalty P8**).
- 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 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.**
- IV. From the rest day onwards, no reseeded competitor will be placed within the top 5.

8.10 Timing Format & System

- I. Official time for the Rally will be GMT+3.
- II. **SECTION TYPES:** The route will be divided into two types of sections – road and competitive sections.
- III. **TIMING FORMAT:**
 - o All road section times will be recorded in Hours: Minutes [00:00]
 - o All competitive sections will be recorded in Hours: Minutes: Seconds (00.00.00)
 - o Starting intervals will be subject to change depending on the stage length, expected speeds and available day light.
- IV. **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 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.
- V. Early and Lateness penalties apply – **(Refer to: Penalty P1 and P2)**
 - a) At start of Day and / or Regroup OUT TC's you have up to 15 minutes lateness.
 - b) **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.) (Refer to: **Penalty P2**)

- 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.
- VI. **DNF – DID NOT FINISH:** The competitor obtains the status DNF, if ~~he~~ **they** retires from a competitive stage or does not finish within ~~his~~ **the** Maximum time allowed. **The DNF status is also applied to a competitor who does not follow the defined route, however, starts and finishes at the defined points in the roadbook.** (Refer to: **Penalty P8**)
 - VII. **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 (Refer to: **Penalty P6**)
 - VIII. 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.**

8.11 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. (Refer to: **Penalty P11**) 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. (Refer to: **Penalty P10**) **It is the sole responsibility of the crew to get the official to fill the Time Card.**
- II. It is the sole responsibility of each team to calculate their 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/ SERVICE section to the competitive section finish time MINUS THE SECONDS. These times being expressed to the minute. I.E., 2:10:34 WOULD BE 2:10 START TIME FOR THE LIAISON SECTION.

8.12 Time Controls

- I. **CONTROL SIGNS:** FIA standard 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: **P27**).
- IV. **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 overshot. (Refer to: **Penalty P9**)
- V. **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.
- 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: **Penalty P8**) 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.
- 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 (Refer to: Penalty P1 and P2):	1 minute per minute late 2 minutes per minute early
b. Competitive Sections (Refer to: Penalty P1 and P2):	[Hrs: Mins: Secs]
IX. 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.	

8.13 Missing of Competitive Sections & Retirement

- I. **MISSING COMPETITIVE SECTIONS:** Drivers are permitted to miss competitive sections. (Refer to: **Penalty P6**).
- 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.**
- 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 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.~~
- 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. (Refer to: **Penalty P30**.)

8.14 Road Books

- I. Each crew will receive a road book per day.
- II. Each book will include information for each stage.
- III. Road books for each day will be issued the evening before at Rally HQ at the end of each leg **(18h00 to 20h30)**, except Day 1 will be issued at drivers briefing on Friday 8TH December 2023 between 14h00 to 15h30.
- IV. Additional sets of road books will be made available at a fee of USD\$ 200 payable at collection of stickers. Each day's book will be issued the evening before. A request form will be distributed closer to the event.

8.15 Bulletins and Communications

- I. Bulletins and communications posted on to 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 Sportity and 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.

8.16 Holding Areas at End of Day

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

- 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.

Towing or pushing into Parc Ferme is NOT permitted.

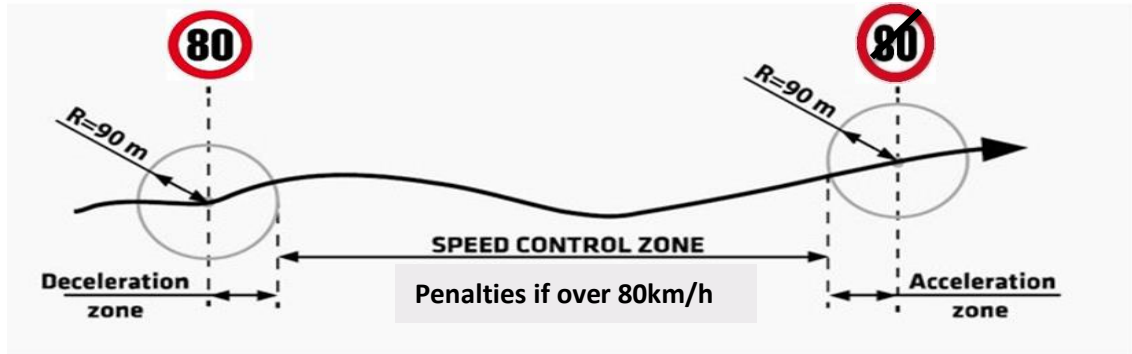
A car must enter Parc Ferme under its own power.

8.17 Stage Safety

- I. **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.
- II. **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. **(Refer to: Penalty P37.)**
- III. **SAFETY CARS & STAGE MARSHALS:** The Organisers will provide a course opening car or cars.

8.18 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 of rally signboards.
- II. Competitors may not claim to be unaware of either entering or exiting speed control zones. Officials will be tracking the speeds during the speed zones. If breached, penalties will be applied. **Penalties for over speeding are shown on the next page.**
- 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. (Appendix E)
 - 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 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 -accelerate from this point. The exit point of the speed control zone is a compulsory point of passage. – **SEE DIAGRAM ON NEXT PAGE.**



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 from the tracker, 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 **80 kph**. This is the basis for determining over-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 is as follows (Refer to: **Penalty P20**):

Between 1 and 5 km/h:	10 seconds per each km/h
Between 6 and 15 km/h:	20 seconds per each km/h
Between 16 and 40 km/h:	30 seconds per each km/h
Above 41 km/h:	1 minute per each km/h

- 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.**)

8.19 Service Arrangements & Overnight Stops

- I. **SERVICE REGISTRATION:** Each competing vehicle must submit a Service Registration Form to register a maximum of two (2) Service vehicles, (1) Management 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.
- II. **SERVICE AREA SCHEDULE:** Service area locations will be advised two weeks before the event with distances.
- III. **SERVICE AREAS:**
 - a. 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.
- IV. **GROUND SHEETS:** For environmental concerns, GROUND SHEETS are compulsory at ALL service points. The size of the ground sheet must at least cover the area of the rally car. (Refer to: **Penalty P32**).
- V. **LITTERING:** Teams must collect and dispose of litter of all kinds responsibly. Indiscretions will be reported to the Organisers. (Refer to: **Penalty P33**).

8.20 Roll Cage Safety Requirements

- I. 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.** (Refer to: **Penalty P19**)

ART. 9- RESULTS & PROTEST/ APPEALS

- I. **End of day provisional results including stage penalties of each day.** Will be posted as soon as is practical on the digital Notice Board at the overnight halt. Any inquiry on the times of these results must be submitted in writing to the CRO. Note, service infringement penalties will be issued the following day.

- II. **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.
- III. **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.
- IV. All protests must be submitted in writing at any time during the event except those regarding results, which must respect Art 9ii, together with the fees.
 - a. **Protest and protest fee.** The Protest fee is set at US\$ 750 (or equivalent amount in another currency) payable in cash at the time of handing in the protest in writing to the Competitor Relations Officer and copied 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\$ 1,000 (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.

Art. 10- PRIZES/ AWARDS & PRIZE GIVING

The Prize Giving ceremony will be held after the finish.

10.1 List of Awards

Overall Awards	1 st to 10 th
Class Awards	1 st / 2 nd / 3 rd
Finisher Awards	To all finishers

APPENDIX A – PENALTIES

APPLICABLE PENALTIES						
PENALTY NUMBER	DESCRIPTION	TIME PENALTY	FINANCIAL PENALTY	CLERK OF COURSE DECISION	PENALTY – SPORTING STEWARD	PAGE NO. AND ARTICLE NUMBER
P1	Early Check In – Time Control	2 min per min early				Pg 20, 8.10. V. Pg. 22, 8.12, viii.
P2	Late check in – Time control	1 min per min late				Pg 20, 8.10. V. Pg. 22, 8.12, viii.
P3	Late check out Parc Ferme	1 min per min late				Pg 19, 8.8, V. a.
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 (Upto 60 Minutes)				Pg 19, 8.8, Vi.
P5	Any lateness exceeding 60 min arrival into Parc Ferme will be deemed a non-arrival	4 Hours				
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.
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 X 2				Pg 22, 8.13, iv. A.
P8	Late at the finish of a competitive stage (Exceeding the maximum lateness prescribed as per the rally itinerary) – <u>Considered an OTL.</u>	Maximum time of stage 3 HOURS x 1.5				Pg 20, 8.9, i. Pg 21, 8.10, vi. Pg 22, 8.12, vi.
P9	Penalty for reversing into a control – applies in the instance of ‘overshooting’ a control	15 min				Pg 22, 8.12, iv.
P10	Alteration to Timecard by Competitor.	120 min				Pg 21, 8.11.
P11	Loss of timecard			Up to exclusion	✓	Pg 21, 8.11.

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P12	Missing stamp or sign on Timecard			Up to exclusion	✓									
P13	Early departure from TC's or CS:	15 min			✓	Pg 21, 8.12, ii.								
P14	Speeding - road section (liaison)	Reprimand by CofC.				Pg 25, 8.18, V. g.								
P15	Speeding (2nd Offence) - road section (liaison)	Financial penalty	Ksh15,000.00			Pg 25, 8.18, V. g.								
P16	Speeding (3rd Offence) - road section (liaison)	Financial penalty	Ksh30,000.00			Pg 25, 8.18, V. g.								
P17	Not Observing traffic laws			Up to exclusion	✓									
P18	Unsporting behaviour by any member of the team	60 min				Pg 15, Art7. iv. Pg 18, 8.5, i. Pg 18, 8.8, ii.								
P19	Non-compliance with the technical / safety requirements.			Refusal to start.		Pg 26, 8.20.								
P20	Speeding in a control zone (competitive only)	<table border="1"> <tr> <td>Between 1 and 5 km/h:</td> <td>10 seconds per each km/h</td> </tr> <tr> <td>Between 6 and 15 km/h:</td> <td>20 seconds per each km/h</td> </tr> <tr> <td>Between 16 and 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 and 5 km/h:	10 seconds per each km/h	Between 6 and 15 km/h:	20 seconds per each km/h	Between 16 and 40 km/h:	30 seconds per each km/h	Above 41 km/h:	1 minute per each km/h				Pg 25, 8.18, V, e.
Between 1 and 5 km/h:	10 seconds per each km/h													
Between 6 and 15 km/h:	20 seconds per each km/h													
Between 16 and 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 the event of an accident	30 min		Up to exclusion										
P24	Failure to report accidents	30 mins		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	✓	Pg. 21 8.12, iii.								

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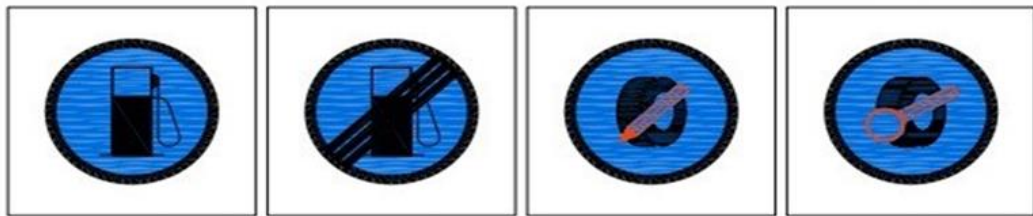
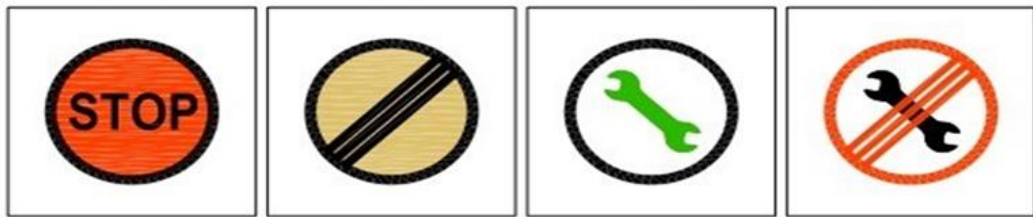
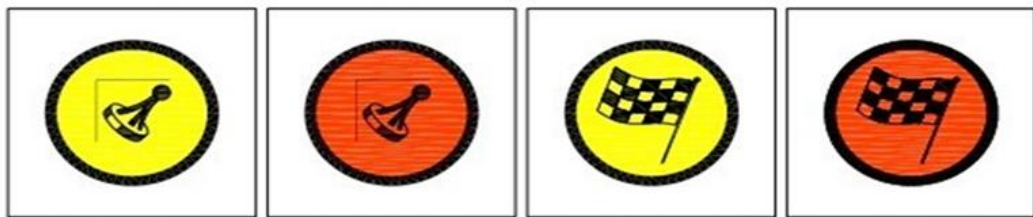
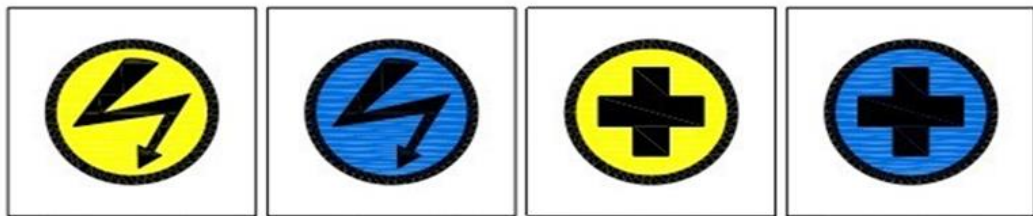
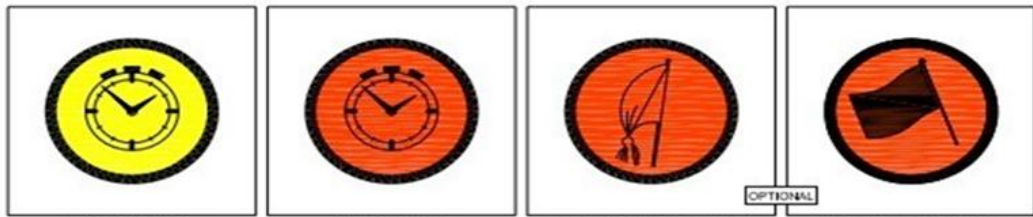
P28	Driving against rally direction, in a forward gear, in a 'CS' (Competitive Section')	3 Hours			Up to Exclusion		Pg.18 8.5, ii.
P29	Driving at excessive speeds in end of day service area.	60 Minutes					Pg. 19, 8.8, iv.
P30	Non-compliance to event stickers (as per regulation)		KSHS 50,000.00		Up to Exclusion		Pg 14, 6.3. Pg 23, 8.13, V.
P31	Deliberate removal of the Organisers / sponsors stickers		KSHS 75,000.00				
P32	Failure to use a waterproof ground sheet per occasion		KSHS 30,000.00				Pg. 26, 8.19, iv.
P33	Failure to remove all garbage / used parts from allocated end of day service bay.		KSHS 30,000.00				Pg 26, 8.19, v.
P34	Service outside designated service zones.	2 Hours					
P35	Deviations more than 150 meters from the prescribed rally route as determined by either the tracking system data or by physical measurement by a rally official.	1 Hour					Pg 17, 8.2.
P36	Engine Change	4 Hours					Pg 17, 8.4
P37	Failure to report any accidents to the controller of that section and the CRO.	30 Minutes					Pg 24, 8.17, ii.
P38	Competitor Interference.				Up to exclusion for both parties.	✓	Pg 18, 8.6.
P39	Service crew entering a live stage.				Up to Exclusion.	✓	Pg 18, 8.8, i.
P40	Faulty Wiring Hindering Operation Of The Tracking Device And Has Not Been Corrected, The Penalties Will Be As Follows:	a) First Infringement	Warning				Pg 17, 8.3, iii.
		b) Second Infringement	5 Min Penalty				

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		c) Third Infringement	30 Min/ Report to Stewards				
P41	Forbidden Air Support.				Up to Exclusion.	✓	Pg 16, 7, viii.
P42	Use of forbidden pace notes.				Up to Exclusion.	✓	Pg 15, 7, iii.

APPENDIX E – RALLY SIGNS

FIA STANDARD RALLY CONTROL SIGNS










80 kph Zone Start



80 kph Zone End.

APPENDIX F – 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; width: fit-content; margin: 5px auto;">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