



5TH - 13TH DECEMBER 2025

THE WORLD'S GREATEST CLASSIC RALLY



EAST AFRICAN SAFARI CLASSIC RALLY TECHNICAL REGULATIONS

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1 ELIGIBLE CARS

1.1 Main Category

FIA's Appendix K technical regulations apply to this event with additional freedoms as stated hereafter.

1.1.1 Eligible Cars (FIA Group1, 2,3, 4 and Group A and B)

Passenger type Motor Cars built before 31st December 1985 with not more than six seats (including Estate Car derivatives) and where homologated in period' they will be found to be recorded within the list found at: <https://historicdb.fia.com>

FIA Period E 1/1/1947 to 31/12/1961 Homologated and non - homologated cars complying with Appendices VIII and IX of FIA Appendix K are eligible to enter

FIA Period F 1/1/1962 to 31/12/1965 Homologated cars complying with Appendices VIII and IX of FIA Appendix K are eligible to enter

FIA Period G1 1/1/1966 to 31/12/1969 Homologated Touring and GT cars complying with Appendices VIII and IX of FIA Appendix K are eligible to enter

Advisory Notes – applicable to pre 1970 period E,F and G1 cars

FIA 'Period' E, F and G1, G2, H1, H2,I and J1 vehicles are further classified into Group 1,2,3,4, A and B categories. (FIA Appendix K, Article 3 refers)

Period Appendix J documents may be downloaded from <https://argent.fia.com/web/fia-public.nsf/whistj?open>

Pre 1970 Group 1 and 3 cars, reference to FIA Appendix K, FIA Appendix K, Appendix VIII which provides the regulatory structure relevant to pre 1970 Group 1 and 3 specification cars

Pre 1970 Group 2 and 4 cars, reference to FIA Appendix K, Appendix IX which provides the regulatory structure relevant to pre 1970 Group 2 and 4 specification cars

Post 1970 cars FIA Appendix K specifies that period G2, H1, H2, I and J1 cars must respect the FIA Appendix J regulations appropriate to the final year of their period as follows.

FIA Period G2	1/1/1970 to 31/12/1971	Homologated Touring and GT cars
FIA Period H1	1/1/1972 to 31/12/1975	Homologated Touring and GT cars
FIA Period H2	1/1/1976 to 31/12/1976	Homologated Touring and GT cars
FIA Period I	1/1/1977 to 31/12/1981	Homologated Touring and GT cars
FIA Period J1	1/1/1982 to 31/12/1985	Homologated Touring and GT cars





Advisory Notes – Applicable to post 1970 G2,H1,H2,I and J1 cars

As period Appendix J safety standards are superseded by Appendix K and these regulations

Period G2 FIA document references

1971 Appendix J, Article 253	Safety	Applies to Group 1,2,3,4
1971 Appendix J, Article 255	Common	Applies to Group 1,2,3,4
1971 Appendix J, Article 258	Group 1 modifications allowed	Applies to Group 1,2,3,4
1971 Appendix J, Article 261	Group 2 modifications allowed	Applies to Group 2 and 4 only
1971 Appendix J, Article 267	Group 4 modifications allowed	Applies to Group 4 only

Period H1 FIA document references

1975 Appendix J, Article 253	Safety	Applies to Group 1,2,3,4
1975 Appendix J, Article 255	Common	Applies to Group 1,2,3,4
1975 Appendix J, Article 258	Group 1 modifications allowed	Applies to Group 1,2,3,4
1975 Appendix J, Article 261	Group 2 modifications allowed	Applies to Group 2 and 4 only
1975 Appendix J, Article 267	Group 4 modifications allowed	Applies to Group 4 only

Period H2 FIA document references

1976 Appendix J, Article 253	Safety	Applies to Group 1,2,3,4
1976 Appendix J, Article 255	Common	Applies to Group 1,2,3,4
1976 Appendix J, Article 258	Group 1 modifications allowed	Applies to Group 1,2,3,4
1976 Appendix J, Article 261	Group 2 modifications allowed	Applies to Group 2 and 4 only
1976 Appendix J, Article 267	Group 4 modifications allowed	Applies to Group 4 only

Period I FIA document references

1981 Appendix J, Article 253	Safety	Applies to Group 1,2,3,4
1981 Appendix J, Article 255	Common	Applies to Group 1,2,3,4
1981 Appendix J, Article 258	Group 1 modifications allowed	Applies to Group 1,2,3,4
1981 Appendix J, Article 261	Group 2 modifications allowed	Applies to Group 2 and 4 only
1981 Appendix J, Article 267	Group 4 modifications allowed	Applies to Group 4 only

Period J1 FIA document references

1985 Appendix J, Article 253	Safety	Applies to Group N,A,B
1985 Appendix J, Article 252	General	Applies to Group N,A,B
1985 Appendix J, Article 254	Group N	Applies to Group N,A,B
1985 Appendix J, Article 255	Group A	Applies to Group A and B
1985 Appendix J, Article 256	Group B	Applies to Group B only





- 1.1.2** These technical regulations are specific to this event and are additional to the FIA regulations allowing additional technical freedoms and imposing safety regulations appropriate to this event.
- 1.1.3** When preparing and specifying a car for East African Safari Classic Rally remember that FIA Appendix K regulations <https://historicdb.fia.com/regulations/appendix-k> are the primary regulation framework set which sometimes override period Appendix J regulations.
- 1.1.4** The use of a wide variety of vehicles entered to 'period' Safari Rallies is encouraged.
- 1.1.5** If you have any doubt as to what is technically correct, then please ask the Rally Office or Technical Delegate for advice on info@eastafricansafairally.com and technical@eastafricansafairally.com
- 1.1.6** It is recommended competitors take advantage of regulation freedoms to ensure reliability.
- 1.1.7** East African Safari Classic Rally Main Category Class Structure

Class	Cubic Capacity
Class 1	Up to and including 1600cc
Class 2	1601cc up to and including 1800cc
Class 3	1801cc up to and including 2000cc
Class 4	2001cc up to and including 3000cc
Class 5	3001cc and above

- 1.1.8** The responsibility lies with the entrant to ensure they are entered into the correct class.
- 1.1.9** Four (4) wheel drive, turbochargers and superchargers are NOT permitted.
- 1.1.10** Where a vehicle has been manufactured after 31st December 1985 and is mechanically and bodily identical to those manufactured and consistent with an appropriate FIA homologation prior to this date, its body and the vehicle will be considered eligible to enter the event. The onus is on the competitor to prove the specification of the vehicle is consistent with these regulations. It is the responsibility of the entrant/competitor to comply with these regulations and to prove to the organiser that their vehicle complies with these regulations.

1.2 Invitational Category

- 1.2.1** Invitational category allows the inclusion of historically homologated cars featuring forced induction and/or four-wheel drive up to and including period J2 cars (those manufactured between 1st January 1986 – 31st December 1990).
- 1.2.2** The selection and approval of potential entrants will be at the organiser's discretion.
- 1.2.3** Results and awards for this invitational category will be separate from the main category.
- 1.2.4** Application to participate in this category should be sent to info@eastafricansafairally.com





2 SAFETY REQUIREMENTS FOR ALL CARS

- 2.1** Protective Padding must be installed to Roll Cages reference Appendix K, ARTICLE 3.6 FIA International Sporting Code FIA Compliance 8857 – 2001, Type A (Tech list Number 23) Competitor/Cars that wish to be excused from compliance with this regulation may do so subject to signing an organisers risk disclaimer document.
- 2.2** 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 and/or Technical Delegate. Competitors are not allowed to repair or replace a roll cage during the event.
- 2.3** Vehicles must carry a minimum of two hand held fire extinguishers of 2.4 litre AFFF or 2kg dry powder minimum capacity. Extinguishers must be securely mounted with two steel clip retaining bands per extinguisher and be easily accessible to both crew members, have a visual method of checking validity and the charge state either by gauge or certified weight label. Fire Sticks are recommended <https://firesafetystick.com/>
- 2.4** Vehicles must have a protective bulkhead of non-flammable material between the engine and the crew compartment capable of preventing passage of fuel and flames in case of an accident.
- 2.5** The vehicle must be fitted with a fireproof bulkhead or container to current FIA standards between the fuel tank(s) and the crew compartment capable of preventing the passage of the flame and/or fluid.
- 2.6** Where the fuel tank(s) and/or fuel pumps are mounted within the bodywork, a drain hole and hose of no less than 20mm diameter must be present to evacuate any leaked fuel in the case of unforeseen tank failure or leakage. Fuel tanks mounted to the underside of the vehicle only require a venting hole drilled through at the lowest point in the protection guards if fitted.
- 2.7** Fluid lines (excepting 'Aircraft standard' hoses and connections) hoses, connections, overflow and filler pipes within the cockpit space must be enclosed inside a liquid proof secondary covering (metal tube or rubber hose) in which instance the secondary covering ends must terminate outside the cockpit space.
- 2.8** Hot liquids of any type passing through the passenger compartment must be contained withing aircraft standard metal braided nitrile rubber or PTFE hose (Good ridge or similar hose types).
- 2.9** A sealed metal cover or container must enclose any oil tank or expansion bottle located within the crew compartments.
- 2.10** Additional metal fuel containers are permitted if not transported within the passenger compartment, they must be securely fixed, with a secure cap locking arrangement, and presented full of fuel for checking and approval by the Scrutineering Team.





- 2.11** All vehicles in the rally must be fitted with a circuit breaker which can isolate all electric circuits and stop the engine from both inside and outside the car and these must be clearly labelled with a red arrow.
- 2.12** All vehicles in the main rally must be fitted with full harness seat belts to the current FIA standard (Appendix K, 5.15.1)
- 2.13** All cars must be fitted with a windscreen of laminated type class.
- 2.14** The maximum fuel tank capacity is free. If the tank is not a standard tank as supplied by the manufacturer, then it must be an FIA approved safety fuel tank or any tank acceptable to the Chief Scrutineer. A capacity of 100 Litres is recommended.
- 2.15** All cars must carry a substantial First Aid Kit.
- 2.16** All cars must carry two Red substantial warning triangles with the ability to free stand and an A3 size waterproof SOS/OK board.

3 BODY MODIFICATIONS

- 3.1** The original bodywork shape and materials cannot be changed other than the use of lightweight panels for doors, bonnet, boot and wings provided the manufacturer homologated them before 31st December 1985. Proof of homologations is the responsibility of the competitor if requested.
- 3.2** Easing of the wheel arches to accommodation permitted wheel/ tyre size is allowed respecting FIA Appendix J, 261cc and where proof is provided that easing was 'used in period' FIA international competitions.
- 3.3** The use of homologated wheel arch extensions is permitted. (If your preferred wheel/tyre units can only fit subject to wheel arch easing and/or reshaping where 'proof of use in period' cannot be provided then refer to Article 6 – Technical Waivers)
- 3.4** Wheel arch extensions must be visually and dimensionally similar to those 'used in the period' and have the same external profile.
- 3.5** Extra roof vents and exhaust vents for the passenger compartment are allowed.
- 3.6** Vehicles must have mud flaps of stout material behind the rear wheels and driven wheels as a minimum.
- 3.7** For safety reasons, side and rear windows may be manufactured from clear rigid transparent material of at least 5mm thickness.
- 3.8** Animal Catchers and 'roo' bars are permitted.
- 3.9** Jump plates and jump straps or holders are permitted.
- 3.10** Protection guards for the engine, gearbox and differentials are permitted and recommended.





4 MECHANICAL MODIFICATIONS

4.1 Engines

- 4.1.1** Engines must be that originally specified for the car by the manufacturer, or an engine homologated as an option before 31st December 1985.
- 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 1.5mm/0.060" overbore beyond the homologated bore size is permissible.
- 4.1.3** The organisers may check bore/stroke of engines at post-event scrutineering. Competitors are advised to ensure their entry is entered in the correct engine capacity class.
- 4.1.4** Camshafts must remain original in location and number but their specification is free.
- 4.1.5** Engine oil cooler may be added within the bodywork and may not protrude the car's silhouette.
- 4.1.6** Turbochargers and superchargers are not permitted.
- 4.1.7** Carburettors and manifolds. Induction is free but must respect period designs and technologies. Fuel injection systems must run with period management systems and any modern ECU (electronic control unit) within period "look" casings are not permitted. Period ECU's must retain their original input and output functions and evidence of such fuel injection systems, component parts and their technical composition must be produced to the Scrutineer.
- 4.1.8** A 'snorkel' may be fitted for which a single 'pass through' hole not exceeding 100mm diameter may be made through a body panel. Snorkels must not intrude to the cabin of the vehicle and must be substantially affixed to the windscreen pillar and/or roof panel.
- 4.1.9** The mechanical method of coil discharge triggering within a distributor i.e., points and condenser may be changed and converted to an electronic one. The original distributor housing may be changed but the distributor must retain its original function and location. Twin spark cylinder heads will not be allowed unless homologated in period.
- 4.1.10** Electronic ignition conversions (ECU's) that are 'programmed' or 'mapped' and use of external sensors to the distributor as a means of triggering are not permitted.
- 4.1.11** Exhaust systems are free but must respect the law of the country.
- 4.1.12** Electronic component(s) capable of generating or transmitting data related to vehicle mechanical functions (Data logging systems) are not allowed.





4.2 Transmission

- 4.2.1** The gearbox casing and number of gears must be as originally specified by the car manufacturer, or a gearbox 'variant option' added to the homologation form before 31st December 1985.
- 4.2.2** Gearbox ratios and gear material types are free. The bell housing may be substituted or modified.
- 4.2.3** A gearbox and / or axle oil cooler may be added within the bodywork silhouette.
- 4.2.4** Gearbox and / or cooling system pipes passing through the cockpit area must be manufactured from 'Aircraft Standard' metal braided hose and connections or rigid metal tubing covered by rubber hose in which case both hose ends must be external to the cockpit volume.
- 4.2.5** Fuel tanks and radiators mounted within the cockpit area must be sealed within a containment box(s) and externally ventilated with a controlled drain system to manage fluid leakage within the containment box.
- 4.2.6** Drive axles (usually rear axles) and their mounting brackets are free excepting body mountings.
- 4.2.7** Period G2 cars (1/1/1970 to 31/12/1971) are exempt from 4.2.6 respecting technical freedoms as per 1971 FIA App J 260n and may therefore have non original axle mounting brackets fitted to the bodyshell as long as those brackets respect an axle link system which can be proven by the competitor or his representative as being 'used in period' in FIA International Competition(s).
- 4.2.8** Drive Axle attachment brackets affixed to the body shell or body frame must be identifiable as those the manufacturer originally specified or as evidenced by a homologation VO (variant option) form. It is the sole responsibility of the competitors or their representatives to provide proof of the period evidence of an axle mounting system.
- 4.2.9** Axle and suspension to body fixing point (bracket) reinforcement must respect FIA Appendix K and 'period FIA Appendix J' regulations which require additional material to fully contact the original body panel and bracket material.
- 4.2.10** Limited slip differential operation is free excepting any with electronic and/or hydraulic control.
- 4.2.11** Axle electrical components are limited to those required for temperature measurement and/or oil cooling pump control.

4.3 Brakes

- 4.3.1** Brakes are free.
- 4.3.1.1** Composite brake discs and / or callipers are not permitted.





4.4 Wheels and Tyres

- 4.4.1 Tyre cutting is allowed to vary the tread pattern.
- 4.4.2 Wheel rim diameters may not exceed 15".
- 4.4.3 Tyre diameter may not exceed 670mm.
- 4.4.4 Tyres must be of a type offered for general sale to the public and described in manufacturer literature as being for road or 'rally' purposes.
- 4.4.5 Tyres which are 'manufacturer described' as being for off-road use, or racing purposes are not permitted and are unlikely to be manufacturer approved for public road use.
- 4.4.6 Studded or slick tyres are not permitted.
- 4.4.7 Spare wheels may be mounted outside the car completely but may not protrude outside the perimeter of the bodywork when viewed overhead (plan view applies). Exterior wheel mounting brackets, straps and attachment points will be subject to extraordinary safety inspection during normal scrutiny as public safety procedure and if deemed 'unsafe' the organisers reserve the right to demand that modifications are implemented and completed, or brackets entirely removed. Applicable from the start of scrutineering until passing the final control. Additional spare wheels may be mounted outside the car completely but are not permitted to protrude from the silhouette of the body of the car.

4.5 Suspension

- 4.5.1 The principal design features and geometric principles of the front and rear stub axles and hubs must be as the vehicle manufacturer specified as 'production' parts or a 'variant option' as included to the homologation form. For strength and reliability reasons and to enable fitting bigger wheel bearings, stub axles and hub dimensions and materials may be changed but not the fundamental design principle(s).
- 4.5.2 Twin shock absorbers on any vehicle regardless of FIA Appendix J freedoms are not permitted.
- 4.5.3 Rubber bushes may be replaced by larger or smaller diameter parts, rod ends or uniballs.
- 4.5.4 Suspension bolts sizes may be increased.
- 4.5.5 The original chassis pick points must be respected and mounting location points must respect original rotational centres with a tolerance of +/- 10mm.
- 4.5.6 Strengthening and reinforcement of suspension components is permitted. Reinforcements must respect the original profile of the component.





- 4.5.7** Sheet metal suspension components cannot be replaced with dissimilar design and /or manufactured components. (For example - a tube component cannot replace a pressed sheet component)
- 4.5.8** The road spring type and number must respect the homologation form
- 4.5.9** The primary road spring 'rate' is free
- 4.5.10** Shock absorbers are free but must respect the original suspension geometry
- 4.5.11** Shock absorbers may not incorporate electrical control or sensors
- 4.5.12** Sway bars (Anti roll bars) may be fitted, added, increased in size or removed
- 4.5.13** Check straps to limit shock absorber extension are permitted
- 4.5.14** The principal design features and geometric principles of the front and rear stub axles and hubs must be either as the vehicle manufacturer specified as 'production' parts or a 'variant option' as included to the homologation form. For strength and reliability reasons and to enable fitting bigger wheel bearings stub axle and hub dimensions and materials may be changed but not the fundamental design principle(s)
- 4.5.15** Suspension to hub mountings may be modified to reinforce 'fixed' mechanical joints with the objective of improving reliability but such modification should not increase the suspension travel
- 4.5.16** The attachment of the strut casing to the hub/stub axle/upright must be in the same plane as envisaged by the manufacturer
- 4.5.17** The stub axle to upright or strut method of attachment may be changed from welded to bolted by the addition of lugs and tubes. The chief scrutineer MUST approve modifications of this type It is recommended that approval in principle be agreed upon before starting any modifications or manufacturing parts
- 4.5.18** The overall profile, shape and principle of non-original suspension part(s) should remain broadly similar to the part it replaces
- 4.5.19** Suspension section thicknesses may be increased by adding material to reinforce known weak areas and/or to fit a bigger wheel bearing for example. Extreme interpretations will be rejected
- 4.5.20** Original materials and manufacturing methodology may be changed for other materials and techniques. Therefore, a casting can be replaced by a billet machined, fabricated or forged part
- 4.5.21** The geometry of suspension parts must remain as specified by the manufacturer. Therefore, suspension components modified in accordance with these regulations, freedoms must remain directly interchangeable with the period homologation compliant component it replaces, excepting the stub axle to hub assembly strut attachment method.





- 4.5.22** Wheel travel must not be increased through redesign or manufacturing alterations
- 4.5.23** Suspension arm connections between the upright/stub axle and suspension arm must remain dimensionally original. The rotational centre of the suspension arm outer joint(s) relative to the wheel/hub centre line must remain the same as the manufacturer's original part
- 4.5.24** Strut attachment geometry must remain dimensionally original. Only the attachment method can be changed, so a "welded in unit with stub axle" (manufacturer original strut design) can be changed to a two piece "stub axle and strut with bolt attachments" design
- 4.5.25** Plate materials may be mixed with cast materials to add lugs for strut fixings
- 4.5.26** Suspension components not in accordance with the homologation form or Articles 4.5.1 - 4.5.24 May be accepted under a Technical Waiver if the manufacture method and design principles "respects the spirit and intent" of the technical regulations.

Suspension modification advisory – period suspension modification was regulated under FIA Appendix J art 261 n)

In 1971 260 n) reads....

n) Suspension: it is allowed to modify the original parts of the suspension in compliance with the specifications of Art. 260 a) here above. The addition of a stabilizer is allowed, or the original one may be replaced by another one. In the case of a rigid axle rear suspension it is allowed to add locating arms and their mounting brackets.

The fitting of joints and attachment points of a different type and/or material is authorised. The replacing of a stabilizer is allowed even if this stabilizer serves other purposes in the suspension. It is also allowed to increase the number of stabilizers per suspension.

In 1975 261 n) a line was added to the 1971 text to become....

n) Suspension: it is allowed to modify the original parts of the suspension in compliance with the specifications of Art. 260 a) hereabove. The addition of a stabilizer is allowed, or the original one may be replaced by another one. In the case of a rigid axle rear suspension it is allowed to add locating arms and their mounting brackets.

The fitting of joints and attachment points of a different type and/or material is authorised. The replacing of a stabilizer is allowed even if this stabilizer serves other purposes in the suspension. It is also allowed to increase the number of stabilizers per suspension. By suspension stabilizer is meant: a Panhard-rod, an anti-sway bar, a radius arm.





...and in 1976 261 n) was heavily revised to restrict modifications....

n) Suspension: It is permitted to modify the original parts of the suspension according to the specifications of Art 261 b). The addition or suppression of an anti-sway bar is permitted. The material and dimensions of the main spring are free, on condition that it remains unique in the performance of its function. The addition of auxiliary springs is permitted on condition that the main spring of origin be retained unchanged. The shock absorbers anchoring points may be reinforced. The fitting of joints of a different type and/or material is authorised.

...the key thing to remember is that suspension modification is not unlimited. To be considered valid all non-homologated modifications and parts are subject to FIA policy that the competitor is responsible to provide proof of 'use in period in FIA International Competitions' in the event of a protest situation.

4.6 Steering

4.6.1 Power/ electric steering may be installed irrespective of a vehicles period homologation status.

5 WEIGHT

The weight of the car must not be less than the weight of the production car and or the homologated weight that is stated in the papers.

6 TECHNICAL WAIVER SYSTEM

Objectives:

- Technical Waivers provide a system by which mechanical component(s) or assemblies which are not in accordance with either the manufacturers original production specification, or a homologation VO (variant option) form nor in accordance with East African Classic Safari Rally technical freedoms, that item(s) may be used without protest risk.
- Technical Waivers are published to the East African Classic Safari Rally event website and generally circulated to entrants and teams to advertise component(s) or assembly variant requests.
- The acceptance and publication of a Technical Waiver publicises that the Technical Delegate and a majority of competitors have accepted that the specified technical variation resolves a sourcing, cost or reliability issue.





- To provide a medium whereby vehicles having one or more commonly accepted 'in period' technical weakness may contest East African Safari Classic Rally with a reasonable expectation of completing the event route.
- To recognise that East African Safari Classic Rally is a particularly challenging long-distance event with regulations, which necessarily limits service, and support resources, which has a recognised consequential effect on the quantity and volume of spare parts each entrant may carry.
- To encourage and enable a wide variety of vehicles to contest the East African Safari Classic Rally event.

Design proposals for "revised optional" (new manufacture) parts or "modified period original" (modified original standard) parts must be submitted to the technical delegate prior to use on the 2025 event.

The Technical Delegate will decide if design proposal "respects the spirit and intent" of the regulation.

Technical Waiver request submissions must include

- Photographs of the original parts and a representation of the proposed revised part, drawings, solid model images or images of "mocked up" parts or similar are suggested.
- Detail regarding the proposed manufacturing methodology
- The original parts material and proposed new part material
- The manufacturing methodology (i.e., casting, billet machined, forged, fabricated sheet etc)
- A list of any revisions and/or changes compared to the original part
- The Technical Delegate may request any other additional information he deems required before ruling on a request

- 6.1** Technical Waiver acceptance is a privilege not a right that may be withdrawn by the Technical delegate subject to a 12-month notice period.
- 6.2** A Technical Waiver may benefit one or more specified competing vehicles or may be requested to be applying to any vehicles respecting a specified FIA homologation form. In either instance applicants must include 'intended beneficiary' details within their Technical Waiver request.
- 6.3** Entrants or their representatives should submit a Technical Waiver request(s) to the event secretariat for consideration and due processing.
- 6.4** The event secretariat will send the Technical Waiver request to the event Technical Delegate for review and request a provisional approval or rejection decision.
- 6.5** In an instance where the event Technical Delegate decides that a Technical Waiver 'provisional approval' would be inappropriate then applicants will be informed and given the opportunity to adjust their request and/ or provide more information.





- 6.6** Where the Technical Delegate deems a Technical Waiver request incomplete, the applicant will be invited to revise or withdraw the Technical Waiver request.
- 6.7** When the technical delegate is satisfied that a Technical Waiver request is reasonable, the request will be deemed 'Provisionally Approved' and the event secretariat will be instructed to publish the document to invite peer comments.
- 6.8** Provisionally approved Technical Waivers will include a publication date, the duration of the probationary period and the name of the provisionally approving event official.
- 6.9** Interested parties may comment or object to a 'provisionally approved Technical Waiver' by writing to the event secretariat (info@eastafricansafarirally.com) and the 'provisional approving' event official thus initiating procedure, refer to Article 6.11
- 6.10** When the Technical Delegate receives comment(s) and/ or objection(s) in response(s) to the publication of a 'provisionally approved Technical Waiver' then the Technical Delegate will respect majority 'interested party' opinion.
- 6.11** When comment(s) and/ or objection(s) are received by the Technical Delegate as responses to provisionally approved Technical Waiver(s) then the waiver request and its provisional approval will be deemed withdrawn. The Technical Delegate will arbitrate between objectors and entrants or their representatives who may be asked to submit a revised Technical Waiver request for consideration.
- 6.12** The event Technical Delegate and/ or the Event Directors and/ or non- competing third parties may submit a Technical Waiver(s) request subject to the process described in Article 6.13
- 6.13** Exceptionally, the event Technical Delegate may accept and approve a Technical Waiver(s) without consultation in the instance where an entrant or his representative substantially prove historic acceptance of a technical variation which has been used on more than one edition of the East African Safari Classic Rally event.
- 6.14** Where an entrant or representative submits a Technical Waiver request between editions of the event and before a substantial 'subsequent event mail list' exists, the secretariat may decide to circulate 'provisionally approved Technical Waivers' utilising the previous events mail list in order to publicise the request reasonably.
- 6.15** The approved technical waivers remain property of East African Safari Rally Ltd and are only applicable to events organised by East African Safari Rally Ltd, or unless prior permission is obtained from East African Safari Rally Ltd for use in other events or contexts.



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