



5TH - 13TH DECEMBER 2025

THE WORLD'S GREATEST CLASSIC RALLY



EAST AFRICAN SAFARI CLASSIC RALLY
SUPPLEMENTARY REGULATIONS

WWW.EASTAFRICANSAFARIRALLY.COM



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1. INTRODUCTION

1.1 PREAMBLE

The East African Safari Classic Rally 2025 will be run in compliance with the 2025 **FIA International Sporting Code** including appendices, the **FIA Appendix K** for Historic Rallies, the KMSF and AAT National Sporting Regulations, the **2025 East African Safari Classic Rally Technical Regulations** and these Supplementary Regulations and Appendices. The National Road Traffic Rules of Kenya and Tanzania shall apply.

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

Additional information (without any regulatory value) will be published in Rally Guide 2 on 1 September 2025 at www.eastafricansafarirally.com

The Organisers reserve the right to interpret, change and supplement these Supplementary Regulations and Appendices and to cancel part of the itinerary or the complete rally.

The organizer does not take any liability for damages and/or losses and/or harms both occurred to Competitors/Crews and/or their personnel and/or their accompanying persons and/or their equipment and caused by them damages and/or losses and/or harms towards third parties, through the whole duration of the Rally.

By signing the entry form the Competitor/Crews, their personnel and their accompanying persons declare to obey these Supplementary Regulations and Appendices as well as to traffic rules, fire safety and all other applicable regulations local to the Rally route.

All Officials of the Rally, including CRO's, Timekeepers, Marshals, Scrutineers, Technical, Results and Management Officials are appointed as Judges of Fact, for the purpose of reporting Supplementary Regulations and Technical Regulations infringements and issues to the Clerk of the Course and Stewards.

1.2 COMPETITIVE SECTION ROAD SURFACE

100% Unsealed Surface

1.3 OVERALL COMPETITIVE SECTION DISTANCE AND TOTAL DISTANCE OF THE ITINERARY

Overall Competitive Section Distance:	2200km (approximate)
Total distance of the rally:	4000km (approximate)

1.4 DESCRIPTION OF THE EVENT AND ROUTE

The event will start and finish in North Coast Mombasa, Kenya. The rally will commence on Friday 5th December 2025 and finish on Saturday 13th December 2025. There will be a rest day on 9th December 2025.

For the detailed Event Schedule please refer to **Article 3**.



The rally will cover a daily distance of approximately 300 Kms, the Competitive Sections covering approximately 150 Kms per day. The Competitive Sections are comprised of unsurfaced roads which are 'open' to general traffic and greatest care is recommended. The event will have a maximum of 3 Competitive Sections per day.

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

In the instance of road blockages or mud holes deviations of up to 200 meters as determined by either the tracking system GPS data or by physical measurement by a rally official on either side will be allowed. Any deviations exceeding 200 meters from the prescribed route will be deemed as 'leaving the prescribed rally route' and will be penalized as per penalty listed in [Appendix 6](#).

2. ORGANISATION

2.1 ASN PERMIT NUMBERS

KMSF Permit No. TBA	Issued on: TBA
AAT Permit No. TBA	Issued on: TBA

2.2 ORGANISER'S NAME AND CONTACT DETAILS

Organiser's Representative: Andy Gilmore
coc@eastafricansafarirally.com

Permanent contact details of the Organiser of East African Safari Classic Rally 2025 are:

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

E-mail: info@eastafricansafarirally.com
Website: www.eastafricansafarirally.com
Cell: +254 703 515151
+254 751 515151

Facebook: facebook.com/eastafricansafari
Instagram: [theclassicsafari](https://www.instagram.com/theclassicsafari)
X: [@eastafricansc](https://twitter.com/eastafricansc)
YouTube: [@eastafricansafariclassicrally](https://www.youtube.com/@eastafricansafariclassicrally)
TikTok: [@classicsafari](https://www.tiktok.com/@classicsafari)

2.3 ORGANISING COMMITTEE

East African Safari Rally Limited



2.4 STEWARDS

Chairperson of Stewards	TBA
Rally Steward	TBA
Rally Steward	TBA

2.5 SENIOR OFFICIALS

CEO	Mr. Jeet Ghose
Clerk of the Course	Mr. Andy Gilmore
Deputy Clerk of the Course	Mr. Riyaz Ismail
Secretary of the Event	Ms. Ida Tallam
Chief Safety Officer	Mr. Nazir Yakub
Chief Security Officer	Mr. Raj Kachela
Technical Delegate	Mr. Tim Ashton
Chief Scrutineer	Mr. Viren Goricha
Chief Medical Officer	Dr. V P Chauhan
Competitor Relations Officer	Ms. Gillian Carr
Route Opener	Mr. Alfir Khan

2.6 RALLY HQ – LOCATION AND CONTACT DETAILS

The rally headquarters will be as specified in Rally Guide 2, to be issued on 1 September 2025 at www.eastafricansafarirally.com

2.7 ROADSIDE SERVICE AND END OF LEG SERVICE PARK

Before & after each Competitive Section, there will be a “roadside service”.

At end of each leg, there will be a “service zone” adjacent to or near Parc Ferme. Location and Contact details will be published in Rally Guide 2 to be issued on 1 September 2025 at www.eastafricansafarirally.com

2.8 OFFICIAL NOTICE BOARD - LOCATION

As provided for in 2025 FIA International Sporting Code, Art. 11.9.4, the Official Notice Board will be the **Digital Notice Board** (DNB), available in the Sportity App and published also on the rally website at www.eastafricansafarirally.com. There will be no physical official notice board. All competitors will be informed only by Sportity notifications about the publication of any documents on the **Digital Notice Board**. Sportity app is downloadable for iOS devices on Appstore and for Android devices on Google Play

Sportity channel Password is EASCR2025

2.9 GENERAL / COMMUNICATION

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



3. PROGRAMME

3.1 SCHEDULE BEFORE THE RALLY

Thursday 1 August 2024		
Publication of Rally Guide 1		www.eastafricansafarirally.com Digital Notice Board
Registrations Open		www.eastafricansafarirally.com Digital Notice Board
Thursday 10 October 2024		
Publication of Supplementary Regulations		www.eastafricansafarirally.com Digital Notice Board
Entries Open		www.eastafricansafarirally.com Digital Notice Board
Monday 1 September 2025		
Closing Date of Entries		Refer to Article 5.1
Publication of Rally Guide 2		www.eastafricansafarirally.com Digital Notice Board
Friday 5 September 2025		
Publication of Entry list		www.eastafricansafarirally.com Digital Notice Board

3.2 SCHEDULE DURING THE RALLY

Tuesday 2 December 2025		
09:00 - 17:00	Administrative Checks & collection of rally materials for all drivers.	Rally Headquarters, Northcoast Mombasa, Kenya
09:00 - 17:00	Scrutineering & Tracking System Fitting	Rally Headquarters, Northcoast Mombasa, Kenya
Wednesday 3 December 2025		
09:00 - 17:00	Administrative Checks & collection of rally materials for all drivers.	Rally Headquarters, Northcoast Mombasa, Kenya
09:00 - 17:00	Scrutineering & Tracking System Fitting	Rally Headquarters, Northcoast Mombasa, Kenya
Thursday 4 December 2025		
12:00	Mandatory Team Managers Briefing	Rally Headquarters, Northcoast Mombasa, Kenya
15:00	Mandatory Drivers Briefing	Rally Headquarters, Northcoast Mombasa, Kenya



17:00	Stewards Meeting	Rally Headquarters, Northcoast Mombasa, Kenya
18:00	Publication of Start List	Digital Notice Board (DNB)
19:00	Welcome Party	Rally Headquarters, Northcoast Mombasa, Kenya
Friday 5 December 2025		
06:00	Start of Rally	Northcoast Mombasa, Kenya
Saturday 13 December 2025		
Approx 14:00	Finish of Rally	Northcoast Mombasa, Kenya
As vehicles arrive	Post event scrutineering	Northcoast Mombasa, Kenya
15:00	Podium ceremony	Rally Headquarters, Northcoast Mombasa, Kenya
16:00	Stewards Meeting	Rally Headquarters, Northcoast Mombasa, Kenya
Approx 16:30	Publication of Provisional classification	Digital Notice Board (DNB)
Approx 17:00	Publication of final classification	Digital Notice Board (DNB)
19:00	Prize Giving and Gala Dinner	Rally Headquarters, Northcoast Mombasa, Kenya

4. ELIGIBLE CARS

4.1 MAIN CATEGORY

FIA Appendix K technical regulations and the **Event Technical Regulations** apply to this event with additional freedoms as stated hereafter.

- 4.1.1 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

- 4.1.2 These 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
- 4.1.3 When preparing and specifying a car for East African Classic Safari Rally remember that FIA Appendix K regulations **FIA Appendix K** are the primary regulation framework set which sometimes override period Appendix J regulations
- 4.1.4 The use of a wide variety of vehicles entered to 'period' Safari Rallies is encouraged



4.1.5 If you have any doubt as to what is technically correct, then please ask the Rally Office or Technical Delegate for advice on info@eastafricansafarirally.com and technical@eastafricansafarirally.com

4.1.6 It is recommended competitors take advantage of regulation freedoms to ensure reliability.

4.1.7 East African Classic Safari 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

4.1.8 The responsibility lies with the entrant to ensure they are entered into the correct class

4.1.9 At the time of scrutineering, if a car as presented does not correspond to the group and/or class in which it was entered, the Organiser on advice of the Chief Scrutineer or Technical Delegate, may transfer it to the appropriate Category or Class.

4.1.10 **Four (4)** wheel drive, turbochargers and superchargers are **NOT** permitted

4.1.11 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

4.2 INVITATIONAL CATEGORY

4.2.1 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)

4.2.2 The selection and approval of potential entrants will be at the Organiser's discretion

4.2.3 Results and awards for this invitational category will be separate from the main category

4.2.4 Application to participate in this category should be sent to info@eastafricansafarirally.com



5. ENTRIES

5.1 COMPETITOR ELIGIBILITY

- 5.1.1 Any person holding an International Competition Licence, and a Valid Driving license is eligible to enter. All foreign competitors must have a letter of authorization from their respective ASN's
- 5.1.2 The first named driver on the entry form will be responsible for any and all liabilities and obligations both before and during the event
- 5.1.3 The Organisers reserve the right to decline an entry into the event on the basis of non-conformity of the car entered and should any entry form and self-scrutineering form be found to contain any false statement the entry shall be considered as null and void
- 5.1.4 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 may result in disqualification.
- 5.1.5 A car nominated on the entry form may be changed before the event starts with the permission of the Organiser. In such a case there must be a valid reason in writing to effect this change and subject to submitting the self-scrutineering form

5.2 MAXIMUM NUMBER OF ENTRIES

The maximum number of entries will be **45**. If more than 45 entries are received the Organiser reserves the right to decide which entries will be accepted, and to create a Reserve List of Entries.

5.3 ENTRY PROCEDURE

- 5.3.1 Competitors or Entrants must make their entries by using the electronic rally entry form at this link:

[East African Safari Classic Rally Entry Form](#)

- 5.3.2 In addition to submitting the online entry form, the competitors are also required to send the proof of payment of the total amount of entry fees to info@eastafricansafarirally.com before the closing of entries
- 5.3.3 By signing/confirming the entry form, the competitor and the crew submit themselves to the sporting jurisdictions specified in the 2025 FIA International Sporting Code and its appendices and these Supplementary Regulations and Appendices.
- 5.3.4 The Organiser reserves the right to refuse the entry to a driver, co-driver, or a service member
- 5.3.5 By submitting an entry form, the competitor allows the Organiser to publish the information mentioned in this entry application in the media.



5.4 ENTRY FEES

International Entry Fee (with organizers' optional advertising)

US\$40,000.00

Includes:

- Accommodation of Two (2) Single Rooms for Driver and Co-Driver on Full Board Basis
- Accommodation of Two (2) Twin Rooms for Service Crew on Full Board Basis

Additional fee of US\$5,000.00 will be charged if the competitor refuses organizer's optional advertising

Excludes:

- Shipping, Customs clearance and re-export of cars/spares to and from Kenya

East African Resident Entry Fee (with organizers' optional advertising)

Applicable for residents of Kenya, Uganda, Tanzania, Burundi and Rwanda

US\$30,000.00

Includes:

- Accommodation of Two (2) Single Rooms for Driver and Co-Driver on Full Board basis

Additional fee of US\$5,000.00 will be charged if the competitor refuses organizer's optional advertising

- All currencies in United States Dollars

5.5 ENTRY PACKAGES

The entry fee includes the following:

	International Competitor	East African Competitor
Accommodation		
Driver and Co-Driver	2 Single Rooms	2 Single Rooms
Service Crew	2 Twin Rooms	0
Clothing		
Event Clothing Pack	Driver & Co-Driver	Driver & Co-Driver
Air Evacuation Cover*	Driver & Co-Driver	Driver & Co-Driver
Border Clearance		
At all National borders during the rally	Included	Included
Car plates		
Service Car Plate	1	1
Management Car Plate	1	1
Auxiliary Car Plate**	1	1
Passes		
Gala Dinner Passes	6	6
Driver Passes	2	2



Team Passes	4	4
Documents		
Road Book Sets***	2	2
Service Book Sets	2	2
Route Maps	3	3

*Please note that this is only Membership to air ambulance 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

**Auxiliary Vehicle is optional to be used only to carry bulk spares and tyres. This vehicle is to be utilized only for transport to end-day service. This vehicle can be shared amongst competitors to save costs

*** The organizer will provide "Standard Tulips Roadbooks"

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 hotels at the start and finish

5.6 OTHER FEES

Additional materials and services

- Additional accommodation, we have negotiated flexible rates with hotels at each night stops for competitors, teams and families. This addition can be requested at accommodation@eastafricansafarirally.com
- Additional prize giving tickets can be purchased through Rally Office USD\$ 50
- Additional set of road books USD\$ 150 each

5.7 CLOSING DATE FOR ENTRIES

Closing date and time for entries: **1 September 2025 at 23:59 CET**

The entry form is available on the Organiser's website www.eastafricansafarirally.com under the competitors' section and can be completed electronically.

5.8 PAYMENT OF ENTRY FEES

- 5.8.1 All entry fees must be paid by bank transfer, details to be obtained from info@eastafricansafarirally.com
- 5.8.2 Any bank charges incurred must be paid by the competitors in addition to the entry fees
- 5.8.3 Please ensure that the competitor's name and account holder are included as reference on all bank transfers
- 5.8.4 Cheques are not accepted

5.9 PAYMENT SCHEDULE

- 5.9.1 **International Entry Fee (with organizers' optional advertising)**



INSTALLMENT	DATE	AMOUNT
Upon application / registration (Non-refundable)	Immediate	USD\$ 5,000.00
1 st Instalment	30 th September 2024	USD\$ 5,000.00
2 nd Instalment	31 st December 2024	USD\$ 10,000.00
3 rd Instalment	31 st March 2025	USD\$ 10,000.00
4 th Instalment	30 th June 2025	USD\$ 10,000.00

5.9.2 East African Resident Entry fee: (with organizers' optional advertising)

INSTALLMENT	DATE	AMOUNT
Upon application / registration (Non-refundable)	Immediate	USD\$ 5,000.00
1 st Instalment	30 th September 2024	USD\$ 5,000.00
2 nd Instalment	31 st December 2024	USD\$ 5,000.00
3 rd Instalment	31 st March 2025	USD\$ 7,500.00
4 th Instalment	30 th June 2025	USD\$ 7,500.00

5.10 REFUNDS

If in event a competitor cancels the entry or non-payment of fees by the due dates the following refunds will apply:

Application/Registration Fee	Non-Refundable
Withdrawal before 31 st December 2024	100% of fees already paid
Withdrawal before 28 th February 2025	50% of fees already paid
Withdrawal before 30 th June 2025	25% of fees already paid.
Withdrawal after 30 th June 2025	No refund

If the Organiser cancels the event, the entry fees paid will be refunded minus the application/registration fee of US\$5,000.00

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

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

5.11 SEEDING AND ALLOCATION OF COMPETITION NUMBERS

Seeding will be in accordance with anticipated performance. The allocation of Competition Numbers will be at Organiser's discretion.

5.12 COMPETITOR CONDUCT

- 5.12.1 The Stewards reserve the right to disqualify from the event, at any time any competitor who has breached civil law, traffic regulations or acted in any manner not conducive to the smooth running of the event or where unacceptable behaviour brings the event into disrepute. Such a decision is at the sole discretion of the Stewards.



- 5.12.2 Driving on a competitive section against rally direction in a forward gear is strictly prohibited and will be penalised as per penalty listed in [Appendix 6](#).
- 5.12.3 Should the Organisers find any competitor attempting to influence the result of the competition by interfering with the running of the rally, both the beneficiary and interfering competitor will be penalised as per penalty listed in [Appendix 6](#) and reported to the stewards.

6. INSURANCE

6.1 GENERAL

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

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

6.2 DESCRIPTION OF INSURANCE COVER

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

6.3 ORGANISER'S LIABILITY INSURANCE

The Organiser provides a Public Liability Insurance with cover of Kshs. 50,000,000.00 per any one occurrence for the duration of the rally

6.4 DURATION OF THE INSURANCE COVERAGE

The insurance, for all competitors, will become effective at the start of procedure for car scrutineering at 09h00 on Tuesday 2nd December 2025. The insurance ceases at the end of the event (Saturday, 13 December 2025 / Parc Fermé - In) or at the end of post-event scrutineering (for the selected cars). In the case of withdrawal or disqualification from the rally, the time considered will be the closing time of the following TC. Cars having retired and restarting the next day shall not be considered to have permanently retired

6.5 DAMAGE CAUSED TO THIRD PARTIES

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



consequences. Likewise, they must mention the names and addresses of any witnesses. They must also mention the names and addresses of any injured people

6.6 LIMITATION OF INDEMNITY

The Organiser declines any liability concerning the consequences caused by any fraudulent action taken by the competitor, may this be against the rules and regulations of the rally or against the laws of the country. Any service and team vehicles, even those bearing the official identification of the Organiser, may under no circumstances be considered as official participants of the rally, hence their insurance policies remain the sole responsibility of the owner

6.7 COSTS FOR MEDICAL CARE

Competitors/driver/co-driver/registered service crew acknowledge, that the full cost in connection with medical care (except first aid treatment and transportation) go to the expense of the patient. It is recommended to take out a policy which covers the costs if it is necessary

7. ADVERTISING AND IDENTIFICATION

7.1 ADVERTISING RESTRICTIONS

All political, religious, or abusive advertising is forbidden. Advertising of tobacco or tobacco products is forbidden.

7.2 COMPULSORY ORGANISER'S ADVERTISING

The compulsory Organiser's advertising on the doors, roof and rear window plates are as stipulated in [Appendix 2](#) of these Event Regulations

7.3 COMPETITOR IDENTIFICATION

Competition numbers and rally plates will be provided by the Organiser. See also [Appendix 2](#)
Numbers and rally plates must be affixed on the rally car before the car is brought to scrutineering and must be visible throughout the duration of the rally.

8. WHEELS AND TYRES

8.1 TYRES SPECIFIED FOR USE DURING THE RALLY

Tyre cutting is allowed to vary the tread pattern

8.1.1 Wheel rim diameters may not exceed 15"

8.1.2 Tyre diameter may not exceed 670mm

8.1.3 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



- 8.1.4 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
- 8.1.5 Studded or slick tyres are not permitted
- 8.1.6 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.

8.2 QUANTITY OF TYRES

- 8.2.1 The maximum number of tyres Competitors may use during the Event is **36 (thirty-six)**. Competitors found to have used more than this quantity will be disqualified from the Event.

9. FUEL

9.1 FUEL TYPE

- 9.1.1 Competitors are allowed to use Pump Fuel, AvGas and octane enhancers. Racing fuel is **NOT** permitted. Competitors found to have used Racing fuel will be disqualified from the Event.

10. RECONNAISSANCE

10.1 RECONNAISSANCE RESTRICTIONS

Reconnaissance is **NOT** permitted. Any crew or advance vehicles found on the rally route at any time without written permission from the Clerk of the Course will be penalized as per penalty listed in [Appendix 6](#).

10.2 UNAUTHORIZED MATERIALS

- 10.2.1 The use of any form of pace notes or any form of directional notes not supplied by the Organisers are banned. Anyone found using such notes will be penalized as per penalty listed in [Appendix 6](#).
- 10.2.2 Searches of the car and driver's luggage will be carried out at random points to ensure compliance with this regulation, any breach of this regulation will be penalized as per penalty listed in [Appendix 6](#). Competitors must grant unhindered access to cars and luggage to Officials upon request. Refusal to do so will be considered breach of this Regulation and penalized as per penalty listed in [Appendix 6](#).

11. ADMINISTRATIVE CHECKS

11.1 ADMINISTRATIVE CHECKS PROCEDURES



The following documents must be uploaded to the event website at www.eastafricansafarirally.com by 15 November 2025.

11.2 DOCUMENTS REQUIRED

- Online Entry Form Duly Completed and Signed
- International Competition Licence (for international competition licenses, a letter from your ASN is required)
- Driving licence issued from your country of residence
- Personal Accident Insurance Cover (Mandatory)
- Proof of 3rd Party Insurance cover for the competing vehicle
- Personal Identification documents (National ID or Passport)
- Car Registration Documents and Homologation Papers
- Carnets (if applicable)

12. SCRUTINEERING, COMPONENT SEALING AND FITTING OF TRACKING CONSOLES

12.1 SCRUTINEERING VENUE AND TIMETABLE

Refer to [Article 3.2](#)

12.2 GENERAL SCRUTINEERING REQUIREMENTS

- 12.2.1 Presentation of a vehicle for Scrutineering is considered an implicit statement of conformity. Scrutineering carried out before the start of the rally will be of a general nature to ensure general conformity with the Category and Classes entered, essential safety items are carried and conformity with the national Traffic Law. It is the responsibility of the entrant to ensure that they enter in the correct category and class
- 12.2.2 Competition numbers, rally plates and Organiser's advertising must be affixed to cars in the stated positions prior to scrutineering, in accordance with [Appendix 2](#).
- 12.2.2 All cars must have homologation papers available at scrutineering.
- 12.2.3 The engine block may be changed during the Event as long as the Scrutineers and Technical Delegate are given the opportunity to inspect, mark & seal the replacement engine. Engine changes will be penalised as per penalty listed in [Appendix 6](#).
- 12.2.4 Chassis changes are not permitted after the Event has started.
- 12.2.5 At scrutineering, if a car is found not to comply with the [Event Technical Regulations](#) and/or safety requirements, the Organiser will set a deadline to comply with the requirements otherwise start in the event will be refused.
- 12.2.6 The winners of Classic category class will undergo post event scrutineering. Engines may be opened in order for the bore and stroke to be measured. Other vehicles may be selected at the discretion of the Scrutineer



- 12.2.7 Cars will be re-scrutineered once they restart after missing a Competitive Section or a Leg. Request to restart scrutineering must be handed in writing to the CRO on the same day and the Organisers will thereafter advise the time for re-scrutineering.

12.3 MUD FLAPS

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

12.4 DRIVERS' AND CO-DRIVERS' SAFETY EQUIPMENT

At scrutineering competitors must produce (see also [Appendix 3](#)):

- FIA approved racing helmets
- FIA approved FHR devices
- Crew safety apparel
- Two substantial warning triangles with the ability to free stand
- Approved and valid substantial first aid kit
- Vehicles must carry a minimum of two handheld 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 firesafetystick.com
- Displayed valid insurance certificate
- An A3 size waterproof SOS/OK board – See also [Appendix 4](#)

12.5 NATIONAL AND SPECIFIC REGULATIONS

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

12.6 SAFETY TRACKING DEVICE

- 12.6.1 All competitors must make provisions in their rally cars for the installation of the Safety Emergency Console System, and the system must be installed before the car is brought to scrutineering.
- 12.6.2 Installation and operating instructions will be published on the [Digital Notice Board](#), in competitor information.
- 12.6.3 The tracking console is fitted with an OK button and an SOS button.
- 12.6.4 In the event that a Competitor stops on a Competitive Section due to an accident, mechanical problem or retirement, and if both crew members and any outside party do not require medical attention, they must press the OK Button to inform Rally Control.
- 12.6.5 In the event that either crew member or any outside party requires medical assistance, either crew member should activate the SOS button and contact Rally Control immediately.



- 12.6.6 If any competing vehicle is found with faulty wiring, which may hinder the correct operation of the tracking device and has not been corrected upon request, penalties will be applied as per penalty listed in [Appendix 6](#).
- 12.6.7 The Safety Emergency Console System devices must be removed in the final parc fermé. Should a crew retire, the equipment must be returned immediately to the Organiser.

13. SERVICE

13.1 DESIGNATED SERVICE AREAS

Designated Service Areas as indicated within Competitor Roadbook and Service Roadbook are the only locations where Service Crews may work on Rally Cars. Recommended areas within the service zones may be indicated. Roadside Service can take place on road sections unless mentioned as prohibited, as per [Article 13.2.1](#). In the instance where service location information conflicts between 'road' and 'service' books the service book information is primary. Breach of this Article will be penalised as per penalty listed in [Appendix 6](#)

13.2 ROADSIDE SERVICE

- 13.2.1 After each Competitive Section, there is a 'Roadside Service'. The permitted time is added to the liaison section time. Roadside Service may be carried out on road sections apart from those areas indicated as prohibited in the Competitor Roadbook and Service Book. Breach of this Article will be penalised as per penalty listed in [Appendix 6](#).
- 13.2.2 Prearranged Servicing outside of Designated Service Areas and permitted Roadside Service Areas is prohibited and will be penalised as per penalty listed in [Appendix 6](#).

13.3 END OF DAY HOLDING AREA

- 13.3.1 At the end of each Day or Leg, a Holding Area will be set up for all cars before they enter End of Day Service. The purpose of this holding area is to have a secure area for Competitors to wait until their Service Crew is set up and ready for them in the End of Day Service Area.
- 13.3.2 Parc Ferme Rules apply in all Holding Areas. Service Crews are not permitted to work on cars in the Holding Area.
- 13.3.3 The Holding Area will be clearly defined in the Competitor Roadbook.
- 13.3.4 The minimum time a Competitor must wait in this Holding Area is **three (3) minutes**. The maximum time a Competitor is permitted to wait in the Holding Area is **two (2) hours**. The time of entry and exit at the Holding Area will be recorded on the Timecard.
- 13.3.5 Team members / mechanics are permitted to take the rally car from the Holding Area to the Service Area. All Competitors are responsible for ensuring their Timecards are completed by the Holding Area and Service Area time control officials.
- 13.3.6 The latest time for all cars to exit the Holding Area is 21:00. Should any Competitor leave the Holding Area after 21:00, penalties will apply as per penalty listed in [Appendix 6](#).



- 13.3.7 Should unforeseen delays occur during a competitive leg, the Organiser reserves the right to alter the above arrangements and times accordingly via Bulletin.

13.4 END OF DAY SERVICE

- 13.4.1 At the end of each competitive day there will be a maximum of **two (2) hours** allowed for service.
- 13.4.2 End of Day Service location will be clearly defined in the Competitor Roadbook and Service Book.

13.5 END OF DAY PARC FERME

- 13.5.1 After End of Day Service all cars must enter Parc Ferme.
- 13.5.2 There is no penalty for early check in into End of Day Parc Ferme.
- 13.5.3 Penalties for late arrival into Parc Ferme will apply as per penalty listed in [Appendix 6](#).
- 13.5.4 Vehicles must be driven at a walking pace. If a car is reported as being taken to Parc Ferme at faster than walking pace, penalties will be applied as per penalty listed in [Appendix 6](#).
- 13.5.5 Team members / mechanics are permitted to take the rally car to Parc Ferme, but all Competitors are responsible for ensuring their Timecards are completed by the Parc Ferme time control officials.

13.6 REST DAY SERVICE

- 13.6.1 During the rest day "Parc Ferme" will be open for crews to withdraw their car for Service from **07h00**.
- 13.6.2 All rally cars should be withdrawn from the Parc Ferme between **07h00** and **08h00**. Penalties for late exit from Parc Ferme will apply as per penalty listed in [Appendix 6](#).
- 13.6.3 Team members / mechanics are permitted to take the rally car to and from Parc Ferme, but all Competitors are responsible for ensuring their Timecards are completed by the Parc Ferme time control officials.
- 13.6.4 **Maximum service time allowed is five (5) hours.**

All cars must be returned to Parc Ferme by **13h00**. Penalties for late arrival into Parc Ferme will apply as per penalty listed in [Appendix 6](#).

Competitors may request permission to road test cars during the Rest Day Service period. Permission will be given only at the discretion of Organisers. The road-testing driver agrees to be bound by the national traffic regulations. Road testing will only be permitted as a privilege, not a right. The Organiser is not liable for any incidences/offences caused during this test.

13.7 GROUND SHEETS

For environmental concerns, **GROUNDSHEETS** are compulsory at **ALL** service points. The size of the ground sheet must at least cover the area of the rally car. Penalties will apply as per penalty listed in [Appendix 6](#).

13.8 LITTERING



- 13.8.1 Teams must collect and dispose of litter of all kinds responsibly. Indiscretions will be reported to the Organisers. Penalties apply as per penalty listed in [Appendix 6](#).

13.9 RESTRICTIONS ON SERVICE VEHICLES IN COMPETITIVE SECTIONS

- 13.9.1 **NO** service, management or auxiliary vehicle is permitted on Competitive Sections under any circumstance while the Competitive Section is live. Service crews may not establish 'spares drop points' or leave spares, tyres, or fuel at any point along the competitive prescribed route. Breach of this regulation will incur penalties as per penalty listed in [Appendix 6](#).

13.10 REGISTRATION OF SERVICE VEHICLES, MECHANICS AND TEAM MANAGER

- 13.10.1 Each competing vehicle must submit a Service Registration Form which will be available from www.eastafricansafarirally.com to register a maximum of **one (1) Service Vehicle, one (1) Management Vehicle** and **one (1) Auxiliary Vehicle**
- 13.10.2 Competitors must nominate **four (4)** team members. One of the crew should be nominated as a team manager. Service Registration procedures for the service vehicles and mechanics must be completed in the Rally Office prior to Scrutineering
- 13.10.3 It is compulsory that the **three (3)** nominated mechanics and **one (1)** nominated manager are only transported in registered service and/or management vehicles.

13.11 SERVICE CREW MECHANICS AND TABARDS

- 13.11.1 At any Designated Service location, End of Day Service and Rest Day Service the maximum persons allowed to work on the rally car are **Three (3)** and they must wear the tabard supplied by the Organiser with the rally car number.
- 13.11.2 The driver and co-driver may work on their car without restriction during the event, except in areas operating under "Parc Ferme" restrictions including between Competitive Section arrival and start controls.
- 13.11.3 No outside assistance is permitted. Breaches will be reported to the stewards
- 13.11.4 Permitted assistance from spectators is limited to helping around or over obstacles to extricate the crew from immediate difficulty. This will not include the providing of tools and spare parts or any such components be it solid or liquid.

13.12 PERMITTED SERVICE VEHICLES

Each Competitor is permitted:

- 13.12.1 **One (1) Service Vehicle** - (Van, Safari Landcruiser, or Pick-Up type vehicle)
- 13.12.2 **One (1) Management Vehicle** - Management car (a Landcruiser Prado type vehicle) this vehicle is permitted to



- Carry limited parts in a box of **0.125 cubic meters in volume**, at all times the rally car spare parts carried by the management car must be contained entirely within the box volume and the cover demonstrably able to be fully closed.
- Maximum of 80 litres of fuel.
- Maximum of **ten (10)** rally car spare wheels/tyre units
- Tool kits
- Trolley jack and **two (2)** axle stands
- Food, drinks and luggage.

13.12.3 **One (1) Auxiliary Vehicle** (canter, container truck or any other large vehicle)

Auxiliary Vehicle is optional to be used only to carry bulk spares, fuel and tyres. This vehicle is to be utilized only for transport to end-day service. This vehicle can be shared amongst competitors to save costs.

13.13 SERVICE CREW & TEAM MEMBER CONDUCT

- 13.13.1 Competitors are responsible for the actions and behaviour of their service crew and team members, and team associated vehicles (for example family vehicles) Penalties for misconduct will be penalised as per as per penalty listed in [Appendix 6](#).

14. OTHER PROCEDURES

14.1 OFFICIAL TIME USED DURING THE RALLY

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

14.2 COMPETITOR SAFETY BRIEFING

At the briefings prior to Leg 1 of the event, the participation of at least one crew member is compulsory. Briefings for subsequent Legs may be substituted by communication of written briefing notes on the DNB and/or broadcasted through the communication channels between the organizer and competitors

14.3 RECONNAISSANCE

From the date of publication of the Event Regulations, the presence of a competitor, or anyone connected with a competitor, on any part of the itinerary of an event is prohibited. Any Competitor reported as being on the Route without written permission from the Clerk of the Course will be penalised as per penalty listed in [Appendix 6](#).

14.4 TIMING FORMAT

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

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

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

14.5 START ORDER FOR THE RALLY & START LIST FOR EACH LEG



- 14.5.1 The Organisers will publish the start order for the first day of the rally by 18h00 on Thursday 4th December 2025, on the [Digital Notice Board](#).
- 14.5.2 Start Order for each Leg will be published on the [Digital Notice Board](#) by 22h00 the evening before each leg is due to commence. The Start List for each Leg will be based on the classification order from the previous day of competition. For reasons of safety, retired competitors may be reseeded in accordance with anticipated performance, at the discretion of the Clerk of the Course.

14.6 STARTING INTERVALS

- 14.6.1 The starting intervals will be 3 minutes.
- 14.6.2 Starting intervals will be subject to change depending on the Competitive Section length, expected speeds and available day light

14.7 TIMECARD

- 14.7.1 At the start of each day, competitors will receive a timecard, where officials of the event will enter the times of passage from each Time Control.
- 14.7.2 The crew is solely responsible for the safe keeping of their Timecard. The penalty for loss of the timecard is as per penalty listed in [Appendix 6](#).
- 14.7.3 Any amendment or correction to Timecards may only be carried out by an Official of the event. Any alteration carried out by anyone who is not an Official will be penalised as per penalty listed in [Appendix 6](#).
- 14.7.4 It is the sole responsibility of the Competitor to ensure the officials insert their time on the Timecard at each time control on the event.
- 14.7.5 It is the sole responsibility of the Competitor to calculate their due time at each time control.

14.8 TIME CONTROLS

14.8.1 Control Signs

FIA standard signs will identify all controls. Refer to [Appendix 5](#).

14.8.2 Control Stop Time

The stopping time at a time control must not be more than necessary to complete the control operations. Any non-starting car in the control area must be pushed out immediately.

14.8.3 Control Arrival Direction

The car and crew must arrive at Control points in the direction indicated in the Road Book. Failure to comply with this will incur penalty as per penalty listed in [Appendix 6](#).

14.8.4 Reversing In A Control Area



Competing vehicles must stop in alignment with the control boards. It is forbidden to reverse the vehicle back to the control if overshoot. Penalties apply as per penalty listed in [Appendix 6](#).

14.8.5 Controls Will Open

45 minutes before the first car and close 15 minutes after the due time of the last car running on its maximum (to be confirmed by the Clerk of the Course). The maximum closing time is the sum of the Competitive Section maximum times, and the road target times. The Clerk of the Course retains the authority to modify opening times by bulletin should the need arise

14.8.6 Control Closing/latest time to enter a Competitive Section

Any crew arriving at a control after their maximum lateness has expired, or after the control has closed will be penalised as per penalty listed in [Appendix 6](#). The Clerk of the Course retains the authority to alter closing times by bulletin should the need arise. For safety reasons the Clerk of the Course retains the right to close the start of any competitive control if it is deemed that it is not possible to complete the competitive section before dark and in the interest of safety

14.9 TIME CONTROL CHECK-IN TIMING

14.9.1 Due time at a Competitive Section Arrival Control after Parc Ferme is obtained by adding the liaison section target time to the Parc Ferme Out time, for example Parc Ferme out time is 08h00, liaison section target time is 36 minutes, due time at Competitive Section Arrival Control is 08h36.

14.9.2 Due time at a Competitive Section Arrival or a Holding Area Control after a Competitive Section is obtained by adding the target time for the liaison section to the competitive section finish time MINUS THE SECONDS. These times being expressed to the minute, i.e 14:18:52 would be 14:18, start time for the liaison section

14.10 TIME CONTROL CHECK-IN PROCEDURE

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

14.10.1 For EARLY check-in: 2 minutes per minute early as per penalty listed in [Appendix 6](#)

14.10.2 For LATE check-in: 1 minute per minute late as per penalty listed in [Appendix 6](#)

14.11 PERMITTED EARLY CHECK-IN

14.11.1 Competitors may check-in early without penalty at each End of Leg Parc Ferme IN Control.

14.12 COMPETITIVE SECTION START PROCEDURE

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

14.13 MAXIMUM PERMITTED LATENESS



14.13.1 **Maximum permitted lateness Overnight Parc Ferme Out**

At start of each day at parc Ferme out, a maximum lateness of 30 mins is allowed, thereafter it will be deemed the competitor is not starting

14.13.2 **Maximum permitted lateness to check in at a time control**

- 14.13.3 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 Competitive Section will apply. The crew may nevertheless re-start the rally under the provisions specified in these regulations. Penalties apply as per penalty listed in [Appendix 6](#).

You are given a 'target time' for the transport/service section, which is calculated generously to allow you not to have to exceed speed limits and takes into account traffic conditions, also allowing reasonable service time on the relevant sections.

There is a maximum time given for the competitive sections. This is necessary to be able to control the overall timing of the day. This maximum time is calculated in such a manner that every competitor should achieve it as long as he/she does not have a problem. The maximum time will be clearly indicated on the timecard.

14.14 **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 Section/s they automatically obtain a DNS status for that Competitive Section/s. Penalties apply as per penalty listed in [Appendix 6](#).

14.15 **DNF – DID NOT FINISH**

The competitor obtains the status DNF if they start and retire from a Competitive Section or do not finish within the maximum time allowed. The DNF status is also applied to a competitor who does not follow the defined route, even though they started and finished at the defined points in the road book. Penalties apply as per penalty listed in [Appendix 6](#).

14.16 **MISSING OF COMPETITIVE SECTIONS & RETIREMENT**

- 14.16.1 Drivers are permitted to miss competitive sections. Missing a Competitive Section is defined as not reporting to the start of the Competitive Section within the competitor's due time (including maximum permitted lateness at the Competitive Section start). If a competitor misses one or more Competitive Sections, they will be classified in the rally with the relevant penalties applied as per penalty listed in [Appendix 6](#).
- 14.16.2 If a competitor does not finish a Competitive Section, they will be classified in the rally with the relevant penalties applied as per penalty listed in [Appendix 6](#).
- 14.16.3 Those competitors that have missed Competitive Section/s or not finished Competitive Section/s are very unlikely to be able to make up time to enable them to be classified above those competitors that have completed every Competitive Section of the rally. The aim of this is to ensure that the



competitors that have completed all Competitive Sections are classified above those that have missed even one Competitive Section.

- 14.16.4 Any crew that wishes to retire from the rally completely must officially inform the rally control in writing and hand in their timecard and tracking system. See also [Article 14.19](#).

14.17 RECOVERY VEHICLES

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

14.18 RETIRED CARS RESTARTING THE RALLY

- 14.18.1 Any crew which has failed to complete a Leg will be assumed to Re-start the event from the start of the next Leg unless they confirm otherwise in writing to the Clerk of the Course. Time penalties will be applied as per penalty listed in [Appendix 6](#).
- 14.18.2 All competing cars proposing to restart after retirement must report their intentions to the CRO and present their car for re-scrutineering prior to being given permission to restart.
- 14.18.3 During any Leg of the Rally, when a crew misses a Competitive Section and wishes to start a subsequent Competitive Section on the same Day, the car MUST be checked by a Scrutineer before being permitted to start a subsequent Competitive Section. In such instance, the crew must report their intentions to the CRO and present their car for re-scrutineering prior to being given permission to restart. This does not apply where the vehicle has been disqualified for breach of eligibility requirements, traffic infringements or by a decision of the Clerk of the Course or Stewards.
- 14.18.4 At a point when the competitor retires from the event, they relinquish all the competitor rights.

14.19 REMOVAL OF COMPETITION NUMBERS & OFFICIAL DECALS UPON PERMANENT RETIREMENT

If a Competitor retires from the Rally and does not intend to restart, all Competition Numbers must be removed from their rally car. This also applies to all such decals issued for registered Service, Management and Auxiliary Support vehicles.

14.20 ROADBOOKS AND SERVICE BOOKS

- 14.20.1 Each crew will receive a Roadbook and Service Book per Leg
- 14.20.2 Each book will include information for each Competitive Section and the route.
- 14.20.3 Roadbooks and Service Books for each day will be issued the evening before at Rally HQ at the end of each leg (17h00 to 19h00)
- 14.20.4 Additional sets of Roadbooks will be made available at a fee of USD\$ 150 payable at administrative checks upon receiving a written request by 15 November 2025

14.21 BULLETINS AND COMMUNICATIONS



14.21.1 Bulletins and communications posted on to the **Digital Notice Board** will thereafter be deemed officially posted. Bulletin(s) and Communications issued prior to the event will be posted on the **Digital Notice Board** and the official website

14.21.2 Urgent Communications may be brought to the attention of the competitors by Competitive Section start controllers in which instance the competitor may be required to sign to confirm they have read and understood the bulletin or communication from the Clerk of the Course.

14.22 COMPETITIVE SECTION SAFETY

14.22.1 Open Roads

Road, Service and Competitive sections are generally held on open roads. All competitors are warned that there are other road users on the competitive sections at all times.

14.22.2 Accidents

ALL accidents including minor accidents, must be reported to the controller at the end of that section and to the CRO. Failure to adhere to this regulation will incur penalties as per penalty listed in **Appendix 6**.

14.22.3 Safety Cars & Competitive Section Marshals

The Organisers will provide a course opening car or cars

14.23 SLOW ZONES

14.23.1 May be established in either Competitive or Road sections by way of a clearly marked slow zone in the road book and display of rally sign boards

14.23.2 Competitors may not claim to be unaware of either entering or exiting slow zones. Officials will be tracking speeds during the slow zones. Breach of Slow Zone speed limits will incur penalties as per penalty listed in **Appendix 6**.

14.23.3 Entering Slow Zones

The start of a slow zone registered in the GPS tracking system will be indicated in the road book by a box with signs described in the table of signs. A distance of 90 meters after entering a slow zone is considered to be a deceleration zone (the zone of tolerance).

14.23.4 Exiting Slow Zones

The end of a slow zone will be indicated on the road book by a box with a sign, described in the table with symbols. 90 meters before the exit of the speed control zone will be considered a zone of tolerance to avoid arguments concerning the measuring of speed. Competitors can -accelerate from this point. The exit point of the speed control zone is a compulsory point of passage

14.23.5 Slow Zone Protocols

In areas defined as slow zones, the speed of competitors is limited to that shown in the Roadbook



- The presence or absence of signposts indicative of speed limits can on no account serve as an argument in case of dispute
- Overtaking is authorized on condition that the maximum speed authorized in the zone is not exceeded
- Ground based speed detectors or evaluation of the GPS tracking log can manually determine speeding within speed control zones
- Based on the GPS vehicle position records from the tracker, an average speed between each data point will be calculated
- A tolerance of 10% is added to the average speed or to the radar measured speed to determine the maximum allowed speed. The maximum allowed speed in a slow zone is **50 kph** or as defined by the Clerk of the Course in the road book or communication. This is the basis for determining over-speeding. An infringement occurs by exceeding the maximum allowed speed in slow zone. Infringements will incur penalties as per penalty listed in [Appendix 6](#).
- Repeated speeding offenses on road sections will result in a financial penalty and potential disqualification at the Stewards discretion, as per penalty listed in [Appendix 6](#)

14.24 IMAGE RIGHTS

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

East African Safari Rally Limited is the sole owner of all the East African Safari Classic Rally 2025's commercial rights. As such, the Organiser has full and exclusive ownership of all the images, audio and video captured during the Event, on the route and also in all areas under the Organiser's control: Departure-arrival areas, parc fermé, service park, interview areas, protocol podiums, technical and administrative checking areas, etc

15. IDENTIFICATION OF OFFICIALS

15.1 IDENTIFICATION OF OFFICIALS

The post chiefs and other officials will be identified as follows:

Marshals:	Orange Tabard
Competitive Section Safety Officer:	Orange Tabard
Post Chief:	Blue Tabard with White Stripe
Media:	Green Tabard
Competitive Section Commander:	Red Tabard
Competitor Relations Officer:	Red Tabard or Red Jacket
All other Officials:	Red Shirt or Red Jacket

16. PRIZES



The prize giving ceremony will be held at a Gala dinner party. Refer to [Article 3.2](#).

16.1 CLASSIC CATEGORY

Overall Awards – 1st to 10th Trophies for Driver & Co-driver

Finishers – Trophies for Driver & Co-driver

Class Awards

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

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

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

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

Class 5 - First, Second and Third - Trophies for Driver & Co-driver

16.2 INVITATIONAL CATEGORY

Finishers – Trophies for Driver & Co-driver

16.3 MERITORIOUS AWARDS

These will be awarded at Organiser's discretion

17. FINAL CHECKS, RESULTS AND PROTESTS

17.1 FINAL CHECKS

Post-rally scrutineering will take place on Saturday, 13 December 2025 immediately after the final TC. Cars subject to final checks (COC communication notified to the competitor concerned at the finish TC) must have one representative of the competitor as well as mechanics and proper equipment (in case of dismantling) present at the final checks.

17.2 RESULTS

17.2.1 End of day provisional results, including Competitive Section penalties of each day will be posted as soon as is practical on the [Digital Notice Board](#) at overnight halt. Any enquiry on the times of these results must be submitted in writing to the CRO (Note: the service infringement penalties will be issued the following day).

17.2.2 Provisional classification results will be published at approximately 16h30 on Saturday 13th December 2025. The results will be declared Final thirty (30) minutes after posting of provisional results should no queries be received. The time limit for raising queries relating to Provisional Final Results is thirty (30) minutes. No query will be considered after the thirty (30) minutes period has lapsed.

17.2.3 In the instance of a results tie, times will be compared on the first and sequential subsequent competitive sections until a winner can be declared.

17.3 PROTEST DEPOSIT



All protests must be submitted in writing, the protest can be handed in during the rally

The protest deposit is US\$1,000.00

A competitor may lodge a protest against a decision of the Clerk of the Course, but the decision taken by the Stewards of the Meeting will be final and binding

If a protest requires the dismantling and reassembly of a clearly defined part of the car (engine, transmission, steering, braking system, electrical installation, bodywork, etc.), an additional deposit may be specified by the Stewards in accordance with Art. 13.4.3 of the 2025 FIA International Sporting Code

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

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

17.4 APPEAL DEPOSIT

The National Appeal Deposit is US\$500.00



APPENDIX 1 – COMPETITORS RELATIONS OFFICER (CRO)

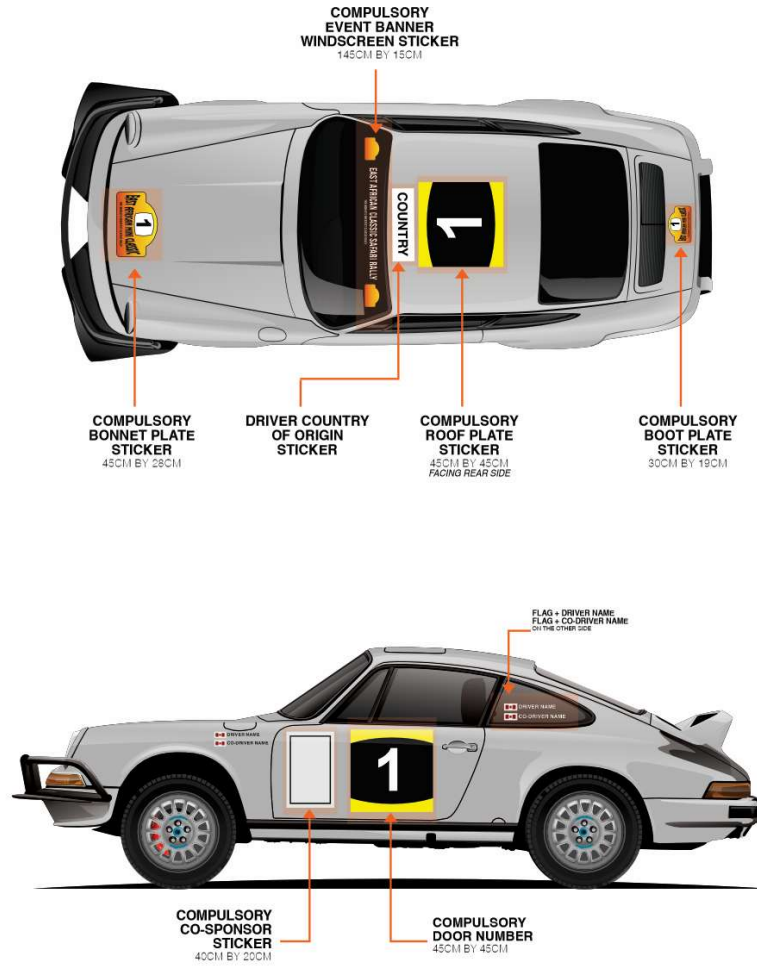


Name: Ms. Gillian Carr
Cell No: +44 7900 925209
Email: cro@eastafricansafarirally.com



APPENDIX 2 – COMPETITION NUMBERS AND ADVERTISING

1. Location of the compulsory stickers are the bonnet, boot, roof, windscreen, doors and co-sponsors plate/s as per the diagrams below and no other location will be accepted. Penalties apply for non-compliance as per penalty listed in [Appendix 6](#)
2. Stickers must not be cut or defaced in any way before attaching onto the rally car. Penalties apply for non-compliance as per penalty listed in [Appendix 6](#)
3. Country of origin nationality decal of the driver must be written centrally on the roof above the windscreen in letters not less than seven (7) cm high Penalties apply for non-compliance as per penalty listed in [Appendix 6](#)
4. Driver and Co-Driver Names - The first initial(s) and surname of the driver and the co-driver, as well as the national flags of the country of the ASN from which they have obtained their licenses, must appear on the rear side window on both sides of the car, the names must be:
 - In white Helvetica font.
 - In upper case for the initial(s) and first letter of each name with the remainder in lower case.
 - 6 cm high and with a stroke width of 1 cm. (Recommended size)
 - The driver's name shall be the upper name on both sides of the car.
5. Left Hand Drive Vehicles – A "CAUTION LHD" sign is to be affixed to all left hand drive vehicles on the rear right side of the vehicle





APPENDIX 3 – DRIVERS' and CO-DRIVERS' SAFETY EQUIPMENT

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

It is **mandatory** to wear safety overalls, long underwear, balaclava, socks and shoes

Waiver on clothing will only be approved upon the drivers submitting a disclaimer form on clothing at administrative checks.

The wearing of safety harnesses (seat belts) is mandatory whenever the vehicle is in motion (except in End of Day service park).

APPENDIX 4 – OK / SOS BOARD

MANDATORY FOR ALL COMPETITORS

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

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

Overview for illustrative purposes only

OK

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

SOS

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

APPENDIX 5 – CONTROL SIGNS

1. ZONES DE CONTRÔLE














1. CONTROL ZONES

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

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

2. PANNEAUX DE SIGNALISATION STANDARD DE LA FIA

2. FIA STANDARD SIGN BOARDS

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



APPENDIX 6 – PENALTIES

PENALTY NO	DESCRIPTION	TIME PENALTY	FINANCIAL PENALTY	CoC DECISION	STEWARD DECISION								
P1	Early Check IN – Time Control	2 Minutes per Minute Early											
P2	Late Check IN – Time Control	1 Minute per Minute Late											
P3	Late Check OUT Parc Ferme	1 Minute per Minute Late											
P4	Late arrival into Parc Ferme: Maximum of 60 Minutes	1 Minute per Minute Late (Up to 60 Minutes)											
P5	Any lateness exceeding 60 Mins arrival into Parc Ferme will be deemed a non-arrival	4 Hours											
P6	DNS – Did Not Start a Competitive Section (a competitor is deemed to have missed the Competitive Section if the time controls at the start of the Competitive Section is not visited.	5 Hours per Competitive Section not started											
P7	Missing the whole day. Not starting from Parc Ferme is deemed as not starting the day	6 hours per Competitive Section missed on the Day Not Started											
P8	DNF - exceeding the maximum lateness prescribed as per the rally itinerary – Considered as OTL	4 Hours											
P9	Reversing into a control – applies in instance of ‘overshooting’ a control	15 Minutes											
P10	Alteration to timecard (Illegal)	2 Hours											
P11	Loss of timecard		\$100.00										
P12	Missing stamp or signature on timecard	15 Minutes											
P13	Early departure from TCs’	15 Minutes											
P14	Speeding 1 st offence– road section (liaison)	Reprimand											
P15	Speeding 2 nd offence– road section (liaison)	Financial Penalty	\$150.00										
P16	Speeding 3 rd offence– road section (liaison)	Financial Penalty	\$250.00		Further Penalty at Stewards’ Discretion								
P17	Not observing traffic laws	Financial Penalty	\$250.00		Up to disqualification								
P18	Unsporting behavior by any member of the team	1 Hour			Further Penalty at Stewards’ Discretion								
P19	Non-Compliance with the Technical Regulations or safety requirements		Start refusal										
P20	Speeding in a slow zone (Competitive)	<table><tr><td>Between 1 & 5 Km/h</td><td>10 seconds per each km/h</td></tr><tr><td>Between 6 & 15 Km/h</td><td>20 seconds per each km/h</td></tr><tr><td>Between 16 & 40 Km/h</td><td>30 seconds per each km/h</td></tr><tr><td>Above 41 Km/h</td><td>1 Minute per each km/h</td></tr></table>	Between 1 & 5 Km/h	10 seconds per each km/h	Between 6 & 15 Km/h	20 seconds per each km/h	Between 16 & 40 Km/h	30 seconds per each km/h	Above 41 Km/h	1 Minute per each km/h			
Between 1 & 5 Km/h	10 seconds per each km/h												
Between 6 & 15 Km/h	20 seconds per each km/h												
Between 16 & 40 Km/h	30 seconds per each km/h												
Above 41 Km/h	1 Minute per each km/h												



P21	Not following the officials' instructions	30 Minutes									
P22	Forbidden reconnaissance	3 Hours			Up to disqualification						
P23	Not giving assistance in event of an accident	30 Minutes			Up to disqualification						
P24	Failure to report accidents	30 Minutes		Referred to Stewards	Up to disqualification						
P25	Forbidden assistance	2 Hours									
P26	Failure to pay Monetary fines in full prior to Leg Restart			Referred to Stewards	Up to disqualification						
P27	Failure to arrive at a control as prescribed in the road book			Referred to Stewards	Up to disqualification						
P28	Driving against rally direction, in forward gear, in a competitive section (CS)	3 Hours		Referred to Stewards	Up to disqualification						
P29	Driving at excessive speeds in end of day service area	1 Hour									
P30	Non-compliance with event stickers Regulation	2 hours	\$400.00								
P31	Deliberate removal of the organizers / sponsors stickers	2 hours	\$500.00								
P32	Failure to use a waterproof ground sheet per occasion	2 hours	\$250.00								
P33	Failure to remove all Litter and used parts from allocated roadside service and end of leg service bay	2 hours	\$250.00								
P34	Servicing in areas marked as Prohibited in the Roadbook	2 Hours per occurrence									
P35	Deviations more than 200 meters from the prescribed rally route as determined by either the tracking system data or by physical measurement by a rally official	1 Hour									
P36	Engine change	4 Hours									
P38	Competitor interference as described in Article 5.12.3			Referred to Stewards	Up to disqualification for both parties						
P39	Service crew entering live Competitive Section	2 Hours per occurrence									
P40	Faulty wiring hindering operation of the tracking device and has not been corrected, the penalties will be as follows:	<table><tr><td>1st Infringement</td><td>Warning</td></tr><tr><td>2nd Infringement</td><td>5 Min penalty</td></tr><tr><td>3rd Infringement</td><td>30 Min penalty / report to steward</td></tr></table>	1 st Infringement	Warning	2 nd Infringement	5 Min penalty	3 rd Infringement	30 Min penalty / report to steward			
1 st Infringement	Warning										
2 nd Infringement	5 Min penalty										
3 rd Infringement	30 Min penalty / report to steward										
P41	Forbidden air support			Referred to Stewards	Up to disqualification						
P42	Use of forbidden pace notes and failure to allow search for forbidden pace notes			Referred to Stewards	Up to disqualification						