

**TECHNICAL WAIVER REQUEST FORM**

Applicant	<b>Ian Duncan</b>	Application Date	<b>27<sup>th</sup> August 2015</b>
On behalf of	<b>Ian Duncan</b>	Single vehicle or generally applicable waiver request	<b>Single</b>
<b>NOTE – All information YOU add below will reflect YOUR entry form and homologation paper data and correspond with information as listed to the document found at <a href="http://www.fia.com/list-previously-homologated-cars">http://www.fia.com/list-previously-homologated-cars</a></b>			
Vehicle Manufacturer	<b>Ford</b>	Production date	<b>1969-86</b>
Model	<b>Capri</b>	Variant	<b>Capri RS3100</b>
Homologation Paper ID #	<b>1660</b>	Homologation Group	<b>2</b>
Original homologation date	<b>1<sup>st</sup> April 1974</b>	FIA App K 'Period' classification	<b>G2</b>

**Waiver request**

- To use wing extensions with shape and material variations in regard to 'period homologated' items
- To use a facsimile of the homologated Ford Capri RS3100 bonnet / hood panel manufactured using GRP materials.

**Waiver justification – wing extensions**

- Chief Scrutineer Doe inspected this vehicle noting 'round shape' wing extensions fitted whereas homologation form #1660 records a 'square box' style wing extension kit manufactured from GRP or a similar material. .
- The homologated GRP or similar material extension kit is likely to be fragile and unsuitable for African rally purposes
- The Kenyan manufactured 'round shape' steel wing extension are dimensionally a reasonable variation of the 'square box shape' homologated wing extension kit.
- The wing extensions are produced by flaring original wing panels and adding steel sheet to create the shape variation therefore it is likely there is a weight disadvantage compared to a 'period' extension kit.
- Mr Doe checked body dimensions recording the following  
*Maximum measured front body width = 1.72 metres / homologated maximum = 1.76\* metres*  
*Maximum measured rear body width = 1.78 metres / homologated maximum = 1.80\* metres*  
*\* widths relates to a vehicle with the period homologated wing extension kit fitted*

**Waiver justification – hood panel**

- Ford Capri RS3100 specification body panels are difficult to source in Africa, particularly in Kenya where RS Capri's are understood to have never been officially imported.
- The GRP panel replica panel as inspected offers little if any weight saving and thus no technical advantage.

**Chief Scrutineer note(s)**

Signed..... Date.....

Website publication date 27<sup>th</sup> August 2015 Provisional Approval date 11<sup>th</sup> September 2015

*Competitors or their representatives are invited to submit comments for the Chief Scrutineers consideration in the instance of objecting to this request.*  
*In the instance where neither comment nor objection is received this request will be deemed accepted and valid 14 days after first posted to the EASCR website.*  
***In the instance of an objection being received this application will be deemed suspended until the Chief Scrutineer has concluded his investigations***

When complete mail this document to the event secretariat [info@eastafricansafarirally.com](mailto:info@eastafricansafarirally.com).  
 The Rally Office will send forward this document to the Chief Scrutineer for consideration preparatory to posting to the event website for general consideration and comment.

### **Objectives**

- *Technical Waivers provide a system by which **exceptionally** mechanical component or assembly variations not in accordance with manufacturer original production, homologated 'variant option' or EASCR Appendix B specifications may be used without protest risk.*
- *Technical Waivers are published to the EASCR 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/Chief Scrutineer 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 EASCR with a reasonable expectation of completing the event route.*
- *To recognise that EASCR 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 EASCR event*

- 6.1 Technical Waiver acceptance is a privilege, not a right which may be withdrawn by the Technical Delegate/Chief Scrutineer 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 apply 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 representative's 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 and/or Chief Scrutineer for review and request a provisional approval or rejection decision.
- 6.5 In an instance where the event Technical Delegate and/or Chief Scrutineer 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 and/or Chief Scrutineer 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 and/or Chief Scrutineer is satisfied 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 comment.
- 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 App B article 6.11
- 6.10 When comment(s) and / or objection(s) are received by the Technical Delegate and/or Chief Scrutineer in response(s) to the publication of a 'provisionally approved Technical Waiver' then the Technical Delegate and/or Chief Scrutineer will respect majority 'interested party' opinion
- 6.11 When comment(s) and / or objection(s) are received by the Technical Delegate and / or Chief Scrutineer as responses to provisionally approved Technical Waiver(s) then the waiver request and its provisional approval will be deemed withdrawn. The Technical Delegate and / or Chief Scrutineer 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 Chief Scrutineer 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 6.3.
- 6.13 Exceptionally, the event Technical Delegate and / or Chief Scrutineer may accept and final 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 EASCR 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.