



EVENT REGULATIONS EAST AFRICAN MINI CLASSIC RALLY



2022

EAST AFRICAN MINI CLASSIC RALLY EVENT REGULATIONS

9TH – 11TH DECEMBER 2022

VERSION 1.4 RELEASE DATE 4TH JULY 2022

East African Safari Rally LTD

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EVENT REGULATIONS EAST AFRICAN MINI CLASSIC RALLY EVENT PROGRAMME

OPENING DATE OF ENTRIES	: Monday, 4 th July 2022
CLOSING DATE OF ENTRIES (Late entries will not be accepted)	: Wednesday, 30 th November 2022
PUBLICATION OF SEEDED ENTRY LIST	: 1 st December 2022, Nairobi.
DOCUMENTATION	: Will be done electronically via a google form. (Link: 4.3 XVI)
COLLECTION OF STICKERS <i>Those that would like to collect their stickers at Sarova Woodlands Hotel in Nakuru on the 7th December 2022, please notify us.</i>	: Monday, 5 th December 2022 – From 09h00 to 13h00 in Nairobi. Venue: EASCR Offices. OR Wednesday, 7 th December 2022 – From 10h00 onwards in Nakuru. Venue: Sarova Woodlands Hotel.
SCRUTINEERING & TRACKING SYSTEM FITTING	: Thursday 8 th December 2022 – Start from 07h00 to 15h00 in Nakuru, Sarova Woodlands Hotel.
STEWARDS FIRST MEETING	: Thursday, 8 th December 2022 at 16h00 in Nakuru, Sarova Woodlands Hotel.
PUBLICATION OF START LIST	: Thursday, 8 th December 2022 at 17h00 in Nakuru, Sarova Woodlands Hotel.
DRIVERS BRIEFING	: Thursday, 8 th December 2022 from 17h30 in Nakuru, Sarova Woodlands Hotel.
WELCOME PARTY	: Thursday, 8 th December 2022 from 18h00 in Nakuru, Sarova Woodlands Hotel.
START OF RALLY	: Friday, 9 th December 2022 at 08h00 in Nakuru
FINISH OF RALLY	: Sunday, 11 th December 2022 from approx. 14h00 in Eldoret, Eka Hotel.
POST EVENT SCRUTINEERING	: Sunday, 11 th December 2022 from approx. 14h30 in Eldoret, Eka Hotel.
PUBLICATION OF PROVISIONAL RESULTS	: Sunday 11 th December 2022 at 16h30.
RAMP CEREMONY	: Sunday 11 th December 2022 after publication of provisional results. At 17h00.
OFFICIAL NOTICE BOARD	: At Rally Headquarters in Nakuru and Eldoret
DIGITAL NOTICE BOARD	: On rally website, www.eastafricansafarirally.com : On Sportity, Password: EAMINI2022



EVENT REGULATIONS EAST AFRICAN MINI CLASSIC RALLY



Table of Contents

ART. 1- INTERPRETATION OF REGULATIONS & AMENDMENTS	4
ART. 2- DEFINITION OF THE EVENT	4
ART. 3 EVENT ORGANISATION COMMITTEE	5
3.1 Event Organiser.....	5
3.2 Organising Committee & Officials	5
ART. 4- EVENT ENTRY	6
4.1 Eligible Cars & Classes	6
4.2 Competitors Eligibility	6
4.3 Entry Documentation & Fees	6
4.4 Additional Fees – Tracking	9
4.5 Nominated Crew & Car.....	9
4.6 Entry Responsibility & Risk	10
ART. 5- DESCRIPTION OF THE ROUTE	11
ART. 6- SCRUTINEERING	12
6.1 Scrutineering	12
6.2 Advertising	13
6.3 Tracking	14
6.4 Sealing	14
ART. 7- GENERAL OBLIGATIONS	14
ART. 8- RUNNING OF THE RALLY	16
8.1 Timing Format & System	16
8.2 Time Cards	17
8.3 Time Controls	18
8.4 Missing of Competitive Sections & Retirement.....	19
8.5 Road Books.....	19
8.6 Bulletins and Communications	20
8.7 Holding Area	20
8.8 Stage Safety.....	21
8.9 Speed Control Zones	22
8.10 Service Arrangements & Overnight Stops.....	23
8.11 Start Order.....	25
ART. 9- RESULTS & PROTEST/ APPEALS	25
Art. 10- PRIZES/ AWARDS & PRIZE GIVING	26
10.1 List of Awards	26
APPENDIX A – PENALTIES	27
APPENDIX F – RALLY RAID REGULATION	30
APPENDIX G – ROAD BOOK	31



EVENT REGULATIONS EAST AFRICAN MINI CLASSIC RALLY



ART. 1- INTERPRETATION OF REGULATIONS & AMENDMENTS

- The Clerk of Course is responsible for the application of the regulations during the running of the event.
- The interpretation of these regulations and the subsequent bulletins will be the decision of the Stewards.
- Steward's decisions are final and binding in all matters.
- The Stewards of the Meeting have absolute discretion to impose any penalty for any incorrect, fraudulent, or unsporting behaviour by any competitor or persons concerned with the entry.
- The organisers reserve the right to amend the present regulations and the rally route in accordance with any condition and circumstances and these amendments will be announced by a dated and numbered Bulletin/ Communication which will be deemed to be an appendix to these regulations.

ART. 2- DEFINITION OF THE EVENT

The East African Mini Classic Rally being held from the 8th – 11th December 2022 is being organised by the East African Safari Rally Ltd. This is being done in compliance with the FIA International Sporting Code and its Appendices in General and together with these Regulations and Appendices supersede all other regulations. Competitors undertake to comply with these event regulations and subsequent amendments by fact of their entry.

FIA's International Sporting Code is the regulation basis for this event with additional technical freedoms (Appendix B) of the Event Regulations. Modifications, amendments and/or changes to these event regulations will be announced only by numbered and dated bulletins/ communications.

The organisers have the right to cancel or postpone the event or any part thereof should circumstances arise which make such action necessary in accordance with FIA International Sporting Code and these Regulations.



EVENT REGULATIONS EAST AFRICAN MINI CLASSIC RALLY



ART. 3 EVENT ORGANISATION COMMITTEE

3.1 Event Organiser

Event Organiser:	EAST AFRICAN SAFARI RALLY LTD
Address of Secretariat:	East African Safari Rally LTD ICD, Alphana Business Park Unit 7 Nairobi, Kenya. E-mail: info@eastafricansafarirally.com qahir.rahim@eastafricansafarirally.com
Name of Rally:	East African Mini Classic Rally 2022
Official Website:	www.eastafricansafarirally.com
Digital Notice Board:	Available online at the rally's official website AND on Sportity (Password: EASCMINI2022).
KMSF Permit Number:	0393 – 01/07/2022

3.2 Organising Committee & Officials

Panel of Stewards	
Chairman	Surinder THATTHI (KMSF-STW-020-000001-A)
Rally Steward	Gurvir BHABRA (KMSF-STW-020-000004-A)
Rally Steward	Tan Ja GEILHAUSEN
Organising Committee	
General Manager	Pipi RENU
Event Director:	Gillian DYKES
Assistant Event Director:	Raj KACHELA
Rally Secretary:	Ida TALLUM
Clerk of Course:	Onkar KALSI (KMSF-COC-020-000013-A)
Deputy Clerk of Course:	Qahir RAHIM
Chief Safety Officer	Dash PATEL
Rally Control Manager	Viru JADEJA
Tracking & Chief Control Officer	Harry SAGOO (KMSF-COC-020-000006-B)
Timing Equipment:	Peris KIBOI
Chief Results Officer	Darash PATEL
Chief Media Officer	TBA
Chief Scrutineer:	Viren GORICHA
Assistant Scrutineer:	Antarjot SAIMBI
Service Park Manager:	Harpreet SAHOTA
Event Safety Vehicles	
Route Opener:	TBA
Route Opener:	TBA
Event Medical Team	
Chief Medical Officer:	VP Singh CHAUHAN
Event Security Team	
Chief Security Officer	Bipin TAILOR
Competitor Relations	
Competitor Relations Officer:	Joan NESBITT



EVENT REGULATIONS EAST AFRICAN MINI CLASSIC RALLY



ART. 4- EVENT ENTRY

4.1 Eligible Cars & Classes

- I. **Appendix B - Vehicle Regulations** article 1 specifies the classes eligible.
- II. All vehicles must be licensed and insured for use on public roads. Any form of trade plate is NOT permitted. **Please note:** Foreign driving permits and local insurance (3rd party and COMESA) is required.
- III. Classes eligible to enter are as follows:
 - Class 1 – Upto and including 1600cc
 - Class 2 – Upto and including 2000cc
 - Class 3 – Upto and including 3000cc
 - Class 4 – Over 3000cc
- IV. **Raid Class:** An introduction of a raid class for Rally Raid Cars which are road legal as per Kenyan law and will be run under Rally Raid NCR's of KMSF. Such vehicles in this category, will not be classified in the overall finishers, but will receive classification within the raid class. Please refer to Appendix F.

4.2 Competitors Eligibility

- I. Any person holding a Valid International and / or Kenyan National Competition Super Licence and a Valid Driving license is eligible to enter.
- II. The first named driver on the entry form will be responsible for any and all liabilities and obligations both before and during the event.
- III. The organisers reserve the right to decline an entry into the event on the basis of non-conformity and should any entry be found to contain any false statement the entry shall be considered as null and void.
- IV. The Stewards reserve the right to exclude from the event, at any time any competitor who has breached civil law, traffic regulations or acted in any manner not conducive to the smooth running of the event or where unacceptable behaviour brings the event into disrepute. Such a decision is at the sole discretion of the Stewards.

4.3 Entry Documentation & Fees

- I. **Opening Date: 4TH JULY 2022**
- II. **Closing Date: 30TH NOVEMBER 2022** (Late entries will not be accepted.)
- III. Entries to be sent to the rally secretariat on the address in section 3.1.
- IV. **Entries limited to a maximum of 60 cars.** If in the instance of the entry being fully subscribed the organisers may allow entry on a reserve list. The Organisers may only grant permission for these reserve cars to start the event.



EVENT REGULATIONS EAST AFRICAN MINI CLASSIC RALLY



- V. **Entry documentation to be checked are (for Both Driver and Co-driver):**
- a. Online Entry Form Duly Completed and Signed
 - b. International or National Competition Licence (for international competition licenses, a letter from ASN is required)
 - c. Driving licence issued from your country of residence.
 - d. Personal Accident Insurance Cover
 - e. Passports and Entry Visa to Kenya (if applicable)
 - f. Valid AMREF Flying Doctors membership.
 - g. Car Registration Documents
 - h. Carnets and contents list for all vehicles (if applicable)
 - i. 3rd Party Insurance (available and payable at documentation)

VI. **Entry fee** for the event is as follows:

USD \$1,500/- (One Thousand, Five Hundred) / KSHS 180,000/- (One Hundred, Eighty Thousand)

NOTE: FOR ANY ENTRANT TAKING PART IN THE MAIN EVENT IN 2023, THE EXACT AMOUNT PAID FOR THE MINI CLASSIC OF \$1500 WILL BE DISCOUNTED FROM THE MAIN CLASSIC FEE.

Entry fee will be paid by Mpesa or bank transfers.

Entry fee payment schedule:

PAYMENT OF ENTRY

- | | |
|---|--|
| a) Upon application / registration (Non-refundable) | USD\$ 500 (KSHS 60,000/-) |
| b) 1 st Instalment – | <u>1st September</u> USD\$ 500 (KSHS 60,000/-) |
| c) 2 nd Instalment – | <u>20th October</u> USD\$ 500 (KSHS 60,000/-) |

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

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

a) Withdrawal before 1 st September 2022	Refund <u>any fee over USD\$ 500/-</u>
b) Withdrawal after 20 th October 2022	No Refund (Discretion of the organisers)

Event cancellation: In case the event is cancelled by the organiser's, entry fees paid, will be refunded in full minus the administration fee of USD\$ 500.

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

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

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

1. Welcome party tickets.
2. Welcome Pack for driver and co-driver.
3. Professional medical assistance on the route and within the night halts.



EVENT REGULATIONS EAST AFRICAN MINI CLASSIC RALLY



4. All Road Books and two Service Books
- XI. **Retirement from the Event:** At a point when the competitor retires from the event, he relinquishes all rights and benefits of the competitor. All personal hotel bookings.
- XII. **Accommodation:** We have negotiated flexible rates with the hotels at each night stop for competitors and their teams. Get in touch with the EASCR offices to inquire further about accommodation. Additionally, the competitors and their teams are responsible for payment of any extras like drinks, telephone calls, laundry etc. at any of the event night stopovers and rally hotel at the start and finish.
- XIII. **Personal Accident Cover:** For participating crew, it is compulsory, and crews must produce evidence of PA Insurance cover for both crew members during 'signing on' procedures.
- XIV. **3rd Party Insurance:** Competitors must ensure that their car is covered for third party liability while driving on public roads and for the rally in Kenya. 3rd party insurance may be purchased through the organisers arranged insurance company.
- XV. **Team Registration and Team Award:**
A team of not less than two and not more than five cars may enter on payment of USD\$ 100 (or any equivalent currency) per car on or before 23rd November 2022.
The least accumulated score of the best two-team members will determine the winners of the team award. Get in touch via email regarding this.



ENTRY FORM

<https://forms.gle/EC7ynkAjqZCDWRdv5>



SERVICE CREW REGISTRATION FORM

<https://forms.gle/z8wH92SiK1VkJLoLE9>



EVENT REGULATIONS EAST AFRICAN MINI CLASSIC RALLY



4.4 Additional Fees – Tracking

- I. **A deposit of Kshs 30,000 / US\$ 300 must be paid in cash only at the administrative check before the event tracking unit can be installed.**

Deposits are refunded in cash at sight when the equipment is returned to the organiser in working condition. The organiser in the last Parc Ferme will dismount the units.

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

4.5 Nominated Crew & Car

- I. The organisers will permit the change of crew or crew member from those nominated on the entry form at any time before scrutineering starts. Organisers must be notified of this. During the event, a crew member can only be changed on medical grounds subject to confirmation by the event Doctor and the approval of the stewards. A change without permission of the stewards will result in exclusion.
- II. A car nominated on the entry form may be changed before the event starts with the permission of the Stewards. In such a case there must be a valid reason to effect this change and subject to passing scrutineering.



4.6 Entry Responsibility & Risk

- I. **Entrants and/or** Competitors take part entirely at their own risk. The Organiser declines liability in any accident caused by or to Entrants and/or Competitors' competing vehicles or their support vehicles and crew during the whole of the event. Any accident which may potentially give rise to a claim under any of the insurance covers must be reported in detail to the Secretary of the event in writing within 7 days of the finish of the last Day of the Rally.
- II. **The Organiser also declines the entrant's liability for breach of Laws and Regulations of the Republic of Kenya.** Competitors and/or any Team related drivers and/or Entrants will be entirely responsible for any accident or breach of law(s) in which they may be involved and must submit a report in writing to the Organiser including all details relevant to any incident from which any liability may arise, and the Organiser will be indemnified in regard to any liability to any person whatsoever. **Entrants and/or Competitors take part in the competition entirely at their own risk.**
- III. In exchange for being able to attend or participate in the event, Entrants agree to relinquish East African Safari Rally Limited, its promoters, sponsors, landowners and lessees, organisers of the event, officials, servants, representatives, and agents free of any and all liability for death, personal injury, psychological trauma, loss, or damage howsoever arising from their participation in or attendance at the event, except to the extent as extended by local law.
- IV. Competitors attend or participate in the event at their own risk. Entrants and/or Competitors and Support Crews will have no claim against the Organiser or owners of Private property arising out of any action (s) or default of or by them, their servants, or officials, before, during or after the Rally.
- V. Under no circumstances will any entrant, driver, service crew, or official admit any liability or sign any form of paper, which may admit or imply liability after any accident or incident which may arise.
- VI. The insurance cover or public liability will come into effect from the official start of the rally and **will cease at the official end of the rally or at the moment of retirement or exclusion of a competitor.**
- VII. Service vehicles, even those bearing special plates issued by previous or other rally organisers, are not considered as official participants in the rally, and are therefore not covered by the insurance policy of the rally and will remain the sole/ legal responsibility of their owners.
- VIII. Any proceeding or act prejudicial to the interests of both ASN's and that of East African Safari Rally Limited or of motorsport generally shall be deemed a breach of the regulations.



EVENT REGULATIONS EAST AFRICAN MINI CLASSIC RALLY



Disciplinary action may be taken against offenders. By way of clarification, it is confirmed that the following shall be included in the definition of “prejudicial acts” as per the above:

- a. Intimidation, either on track or off track.
- b. Verbal and/or physical abuse.
- c. The distribution or publication via email, cell phone text messages or Internet website and social media of comments which may be deemed abusive and/or slanderous and/or demeaning and/or inappropriate.
- d. Acts (including comments and or gestures), which would reasonably be considered by the general public to be offensive or inappropriate.

ART. 5- DESCRIPTION OF THE ROUTE

Distances	
Competitive	600.00 KM
Transport	400.00 KM
Total	1000.00 KM

- I. The event will cover a total distance of approximately 1000 km retracing many of the classic Safari Rally routes in and around the City of Eldoret, Kenya. All Competitive sections are comprised of gravel roads, which are ‘open’ to general traffic. The event is divided into 3 stages per day, over 3 days.
- II. The route will be described in form of a road book, with one book per day and will be described using detailed tulip diagrams with relevant information to ensure safe passage. The defined route is prescribed by the tulip note in the road book. In the event a tulip in the road book is missed, it will be reported to the stewards who considers the circumstances.
- III. In the instance of road blockages or mud holes, deviations of up to 150 meters from the prescribed rally route as determined by either the tracking system GPS data or by physical measurement by a rally official on either side will be allowed. Exceeding 150 meters from the prescribed route and against rally direction, will be deemed as ‘leaving the prescribed rally route’ and therefore **will be reported to the Stewards and penalties may apply.** (Refer to: **Penalty 34**)
- IV. As the rally is run to a secret route, route information will be issued during the day preceding each leg of the Rally.



ART. 6- SCRUTINEERING

6.1 Scrutineering

- I. Scrutineering will take place as per the event program.
- II. No car will be allowed to start if it does not meet the minimum safety requirements, as laid down in these regulations.
- III. The following mandatory documents will be checked at Scrutineering:
 - a. FIA Homologation Documents - It is the obligation of the Entrant / Crews to provide FIA Group 1,2,3,4, Group A or Group B 'period applicable' homologation papers of the car entered and of its relevant date of manufacture and / or any other documentation required to prove the validity of any modification used in the car to show this was from that period.
- IV. Aside from the vehicle & safety requirements as per Appendix K, the following mandatory safety equipment will be checked and should be securely fastened:
 - a. FIA approved racing helmets (refer to Art 7i).
 - b. FIA approved F.H.R (refer to Art 7i).
 - c. Crew Safety Apparel.
 - d. Two reflective warning triangles.
 - e. A First aid kit approved by the organisers.
 - f. Two fire extinguishers of 2kg each capacity each being securely fastened by two plates.
 - g. Displayed Road legal licence & insurance.
 - h. SOS/OK board **A3 Size as per FIA Appendix J**
- V. Cars will be re-scrutineered once they restart after missing a stage or a day. Request to restart scrutineering must be handed in writing to the CRO on the same day and the Organisers will thereafter advise the time for re-scrutineering.



6.2 Advertising

- I. **Organiser advertising is compulsory** and must be attached to the positions on the car bodywork as per Technical Regulations - Appendix 2. Start decal packs are issued during the collection process (except in the instance of accepting additional entry charges 6.2 VIII refers).
- II. **Decals must not be cut** in any way before attaching to the car unless alterations are first approved by the Chief Scrutineer. (Refer to: **Penalty P29.**)
- III. **Door Decals:** A space of 52 cm x 52 cm on the front doors of the car must be kept free for organisers advertising and competition numbers. The central part of the roof must also be kept free for competition number (52 cm x 52 cm) to enable identification of the vehicle from the air. These will be supplied by the organisers at documentation and must be removed or cancelled upon retirement from the rally.
- IV. **Country of Origin Decal:** The country of origin of the driver and co-driver must be written centrally on the roof above the windscreen in letters not less than 7cm high (e.g., AUSTRIA, KENYA).
- V. **Driver Names and Blood Group:** The driver and co-drivers name should be written on both rear side windows of the car in letters not more than 7 cm high. The flag of the country of origin of the driver and co-driver must also be displayed on the same window or on the front wings ONLY if approved by the Chief Scrutineer. It is NOT mandatory for the blood group, of both the driver and co-driver, to be displayed beside the drivers' names.
- VI. **Left Hand Drive Vehicles:** A "Caution LHD" sign is to be affixed to all left-hand drive vehicles to the rear right side of the vehicle.
- VII. **Decal loss:** It is an obligation of entrants to ensure that any damaged or lost compulsory sponsors stickers are replaced as soon as possible. Absence of the sticker may be reported to the Stewards. (Refer to: **Penalty 29**)
- VIII. Anyone not displaying the Organisers advertising decals (except the compulsory three Rally number decals and two event bonnet and boot decals) may be accepted subject to paying an exception fee of **USD\$ 1,000/-** to the Organisers prior to the close of Scrutineering.



EVENT REGULATIONS EAST AFRICAN MINI CLASSIC RALLY



6.3 Tracking

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

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

6.4 Sealing

- I. **The engine block and chassis must be sealed/marked.** These components are not allowed to be changed during the event and will be marked at scrutineering. The scrutineers may check seals and/or sealing markings at any time and at the end of the rally may disassemble the parts to check their conformity.
- II. If an engine block is changed or the seal / marking is broken, the crew will be excluded from the rally.
- III. Under no circumstances may the chassis be changed.

ART. 7- GENERAL OBLIGATIONS

I. COMPETITORS SAFETY APPAREL

- a. The wearing of helmets by both crew members is compulsory during all competitive sections.
- b. The wearing of approved F.H.R (Frontal Head Restraints) HANS or Simpson Hybrid system is compulsory during all competitive sections.
- c. The wearing of a fire-resistant suit including fireproof under wear is compulsory unless the Competitor(s) have agreed to and signed an organiser Risk Disclaimer document prior to the event start. We encourage competitors to wear safety overalls.
- d. The wearing of safety harnesses (seat belts) is mandatory whenever the vehicle is in motion (Except in a service park). Technical Regulations 2.12 Refers.

- II. **COMPETITORS CONDUCT:** It is the sole responsibility of the competing crew to ensure that all service personnel including immediate families who are following the event, act in a



manner that does not bring the event into disrepute and also against any rally official. (Refer to: **Penalty P17**)

A car may not be moved other than by its own power except:

a) By a ferry.

b) By outside means for a minimum distance necessary to extricate it from **immediate** difficulty **by towing or pushing.**

c) By gravity.

d) By its crew.

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

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

- III. **RECONNAISSANCE:** is not permitted. Pre-event cars sent to check the route are also strictly forbidden.
- IV. **PACE NOTES:** The use of any form of pace notes or any form of directional notes not supplied by the organisers are banned. Anyone found using such notes may be excluded from the event. Searches of the car and driver's luggage will be organised at random points to ensure compliance with this regulation.
- V. **GRAVEL NOTE CARS:** Gravel note cars are strictly forbidden. The Clerk of Course will have additional officials inspecting the route before the date of the route being used and these officials will take photos and try to identify any advance (Gravel Note or similar) car and find the link to the competitor concerned. (Refer to: **Penalty P17**).
- VI. Any competitor or group of competitors who have been identified to gain an advantage by information provided from a 'Gravel Note crew' or similar purpose cars may be disqualified by the Clerk of Course. The Clerk of Course further exercises the right to carry out spot checks during the course of the rally.
- VII. **TYRES:** The maximum number of tyres permitted is free. Studded tyres or slicks are not permitted. The maximum diameter of the tyre must not exceed 670 mm and only 'commercially available' rally type tyres are permitted.
- a. Hand cutting is permitted, but only for the purpose of introducing additional grooves no deeper than those moulded into a new tyre. Hand cutting in order to increase the depth of existing moulded is prohibited.
- VIII. **FUEL:** Fuel must conform to normal pump fuel as available in Kenya. Octane enhancers are permitted. AVGAS is also permitted and competitors using and transporting AVGAS may do so at their own responsibility and risk.
- IX. **AIR SUPPORT:** The use of helicopters or aircraft during the rally is strictly forbidden. (Refer to: **Penalty 17**)
- X. **GPS DEVICES:** GPS devices are not compulsory but are highly recommended.



ART. 8- RUNNING OF THE RALLY

8.1 Timing Format & System

- I. Official time for the Rally will be GPS time.
- II. **SECTION TYPES:** The route will be divided into three types of sections – road, service, and competitive sections.
- III. **TIMING FORMAT:**
 - All road section times will be recorded in Hours: Minutes [00:00]
 - All competitive sections will be recorded in Hours: Minutes: Seconds (00.00.00)
 - Starting intervals will be subject to change depending on the stage length, expected speeds and available day light.
- IV. **MAXIMUM PERMITTED LATENESS TO CHECK IN AT A TIME CONTROL (T.C):** Any lateness exceeding 30 minutes of any individual target time at a time control or an accumulative lateness exceeding 60 minutes at the end of each leg (day) will result in the competitor concerned being considered **to be OTL (Over Time Limit) and penalties of missing the stage will apply.** The crew may nevertheless re-start the rally under the provisions specified in these regulations.
- V. Early and Lateness penalties apply – **(Refer to: Penalty P12)**
 - a) **Lateness:** At start of Day and Regroup OUT TC's it is expressed as Lateness. You have 30-minute lateness at these TC's. I.e.
 - b) **Lateness in Sections:**
 - You are given a 'target time' for the transport/service section, which is calculated generously to allow you not to have to exceed speed limits and takes into account traffic conditions also allowing reasonable service time on the relevant sections. (Late arrival is 1 minute per minute late.)
 - There is a maximum time given for the competitive sections. This is necessary to be able to control the overall timing of the day. This maximum time is calculated in such a manner that every competitor should achieve it as long as he/she does not have a problem. The maximum time will be clearly indicated on the time card. The Clerk of Course is allowed to extend lateness throughout the day if the need arises.
- VI. **DNF – DID NOT FINISH:** The competitor obtains the status DNF, if he retires from a competitive stage or does not finish within his Maximum time allowed.
- VII. **DNS – DID NOT START:** If a competitor does not start one or more competitive stage/s they automatically obtain a DNS (Refer to: **Penalty P5**)
- VIII. Every night Parc Ferme rules will apply for which there will be a penalty for not reporting at your due time. No car may be pushed in to Parc Ferme.



EVENT REGULATIONS EAST AFRICAN MINI CLASSIC RALLY



8.2 Time Cards

- I. **TIME CARDS:** At the start of each day, competitors will receive a time card, where officials of the event will enter the times of passage from each Time Control. The crew is solely responsible for the safe keeping of these cards and the penalty for loss of the time card may be exclusion. Any amendment or correction in these cards may only be carried out by an official of the event and may result in exclusion if not done by an official. **It is the sole responsibility of the crew to get the official to fill the Time Card.**
- II. It is the sole responsibility of each team to calculate its personal closing time of control in each road and competitive sections.
- III. **CHECK IN TIME:** This is obtained by adding the target time for the road section to the competitive section finish time or the previous TC time, these times being expressed to the minute.



EVENT REGULATIONS EAST AFRICAN MINI CLASSIC RALLY



8.3 Time Controls

- I. **CONTROL SIGNS:** FIA standard signs will identify all controls.
- II. **CONTROL STOP TIME.** The stopping time at a time control must not be more than necessary to complete the control operations. Any non-starting car in the control area must be pushed out immediately.
- III. **CONTROL ARRIVAL DIRECTION:** The car and crew must arrive at Control points in the direction indicated in the Road Book. (Refer to: **Penalty P7, P26**)
- IV. **REVERSING IN A CONTROL AREA:** If competing vehicles fail to stop aligned with controls, it is forbidden to reverse the vehicle as a correcting measure. (Refer to: **Penalty P8**)
- V. **CONTROLS WILL OPEN** 15 minutes before the first car and close 15 minutes after the due time of the last car running on its maximum. The maximum closing time is the sum of the stage maximum times, and the road target times. The Clerk of Course retains the authority to modify opening times by bulletin should the need arise.
- VI. **CONTROL CLOSING:** Any crew arriving at a control after their maximum lateness has expired, or after the control has closed will be penalised (Refer to: **Penalty P7**) The Clerk of Course retains the authority to modify closing times by bulletin should the need arise. For safety reasons the Clerk of Course retains the right to close the start of any competitive control if it is deemed that it is not possible to complete the competitive section before dark.
- VII. **FINAL CONTROL OR REGROUP CONTROL EARLY ARRIVAL:** At the end of any day early check-in will not incur a penalty.
- VIII. **EARLY AND LATE ARRIVAL PENALTIES:** At any other control are as follows:

a. Road Sections:	1 minute per minute late 2 minutes per minute early
b. Competitive Sections:	[Hrs: Mins: Secs]



EVENT REGULATIONS EAST AFRICAN MINI CLASSIC RALLY



8.4 Missing of Competitive Sections & Retirement

- I. **MISSING COMPETITIVE SECTIONS:** Drivers are permitted to miss competitive sections. (Refer to: **Penalty P5**)
- II. Missing a stage is defined as not reporting to the start of the stage within the competitors due time (including maximum permitted lateness at the stage start). **If a competitor misses one or more stages, they will be classified in the rally with the relevant penalties applied. Faster competitors may be reseeded by the Clerk of Course to run them in a safe position.**
- III. Any crew that wishes to retire from the rally must officially inform the rally control in writing and hand in their time card and tracking system.
- IV. Drivers will be permitted to miss a maximum of **3 Stages**, collectively or individually with penalties as specified in these regulations.
- V. **COMPETITION NUMBERS:** Must be removed or cancelled upon retirement from the rally. The same applies for all such stickers issued for the service vehicles.

8.5 Road Books

- I. Each crew will receive a road book per day.
- II. Each book will include information for each stage.
- III. Road books for each day will be issued the evening before at Rally HQ at the end of each leg (**18h00 to 20h30**), except Day 1 will be issued at drivers briefing on Thursday 8TH December 2022.
- IV. Additional road books will be made available at a fee of USD\$ 100 payable at collection of stickers. Each day's book will be issued the evening before. A request form will be distributed closer to the event.



EVENT REGULATIONS EAST AFRICAN MINI CLASSIC RALLY



8.6 Bulletins and Communications

- I. Bulletins and communications posted to the official Notice board displayed at the Rally Headquarters and on the Digital Notice Board will thereafter be deemed officially posted.
- II. Bulletin(s) and Communications issued prior to the event will be sent by e-mail to entrants and posted on the official website.
- III. Urgent Clerk of Course Communications may be issued via text or a suitable mobile App to the mobile phone each crew has registered with the organisers, and which must be turned on at all times.
- IV. Urgent Communications may also be brought to the attention of the competitors by stage start controllers in which instance the competitor may be required to sign to confirm they have read and understood the bulletin.

8.7 Holding Area

- I. The organisers will establish "Holding Areas" at locations along the event route.
 - a. Holding areas operate under Parc Ferme rules.
 - b. Cars are held in Holding Areas according to an organiser allocated "Target Time".
 - c. Early checkout from the Holding Area into service is only possible without penalty at the end of each day.
 - d. The holding area 'out time' must be recorded to the time card as being the actual time out and NOT the 'scheduled' time out.
 - e. Refer to penalties for late exit from holding area & road sections.
 - f. At the end of the day a designated service crew are permitted to check out their vehicle from a holding area on its due time or earlier without penalty. A vehicle may be pushed out of the holding area or towed with the permission of an official (without penalty).
- II. A member of the service crew may return the car from the Service Area to the Parc Ferme ensuring that all control procedures are completed with the time card.

Towing or pushing into Parc Ferme is NOT permitted. A car must enter Parc Ferme under its own power.



EVENT REGULATIONS EAST AFRICAN MINI CLASSIC RALLY



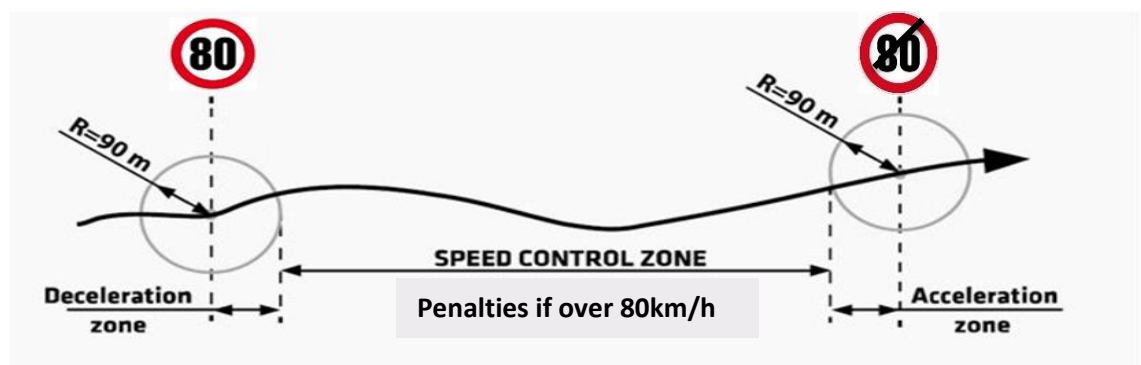
8.8 Stage Safety

- I. **OPEN/ LIVE ROADS:** Road, Service and Competitive sections are generally held on open roads. All competitors are warned that there are other road users on the competitive sections, and it must be deemed live at all times.
- II. **OUTSIDE ASSISTANCE** by an official is limited to helping around or over obstacles. **This will not include the providing of spare parts or any such motor component be it solid or liquid by the competitors' service crews or spectators by any alternative means of transport. Breaches will be reported to the Stewards.**
- III. In addition to this, assistance from spectators will be limited to helping around or over obstacles. This will not include the providing of spare parts or any such motor component **solid or liquid.**
- IV. A car with gearbox problems in a Competitive Section (CS) may drive in the direction of the rally route in reverse gear.
- V. **ACCIDENTS:** However minor, ALL accidents must be reported to the controller at the end of that section and to the CRO, failure to do so will result in a penalty of 30 minutes.
- VI. **ADVANCE SAFETY & ZERO CARS & STAGE MARSHALS:** The organisers will provide course opening car or cars.



8.9 Speed Control Zones

- I. May be established in either Competitive or Road sections by way of a clearly marked speed zone in the road book and displaying a rally signboards.
- II. Competitors may not claim to be unaware of either entering or exiting speed control zones. Officials will be tracking the speeds during the speed zones. If breached, penalties will be applied. Penalties on the next page.
- III. **ENTERING SPEED CONTROL ZONES:** The start of a speed control zone registered in the GPS tracking system will be indicated in the road book by a box with signs described in the table of signs.
 - a. A distance of 90 meters after entering a speed control zone is considered to be a deceleration zone (the zone of tolerance).
- IV. **EXITING CONTROL ZONES:** The end of a GPS speed control zone will be indicated on the road book by a box with a sign, described in the table with symbols.
 - a. 90 meters before the exit of the speed control zone will be considered a zone of tolerance to avoid arguments concerning the measuring of speed. Competitors can reaccelerate from this point. The exit point of the speed control zone is a compulsory point of passage.



- V. **SPEED CONTROL ZONE PROTOCOLS.** In areas defined as speed control zones, the speed of competitors is limited to what is described in the road book.
 - a. The presence or absence of signposts indicative of speed limits can on no account serve as an argument in case of dispute.
 - b. Overtaking is authorized on condition that the maximum speed authorized in the zone is not exceeded.
 - c. Ground based 'speed detectors' or evaluation of the GPS tracking log can manually determine speeding within speed control zones.
 - d. Based on the GPS vehicle position records, an average speed between each data point may be calculated.



EVENT REGULATIONS EAST AFRICAN MINI CLASSIC RALLY

- e. A tolerance of 10% is added to the average speed or to the radar measured speed to determine the maximum allowed speed. The maximum allowed speed in a speed control zone is **80 kmph** the basis for determination of the speeding. An infringement occurs by exceeding the maximum allowed speed.

The penalty for speeding per each km/h over the maximum allowed speed in the speed control zone as follows:

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

- f. In the instance of several infringements recorded within the same speed control zone, penalties will be totalled and applied as a single infringement.
- g. Repeated speeding offenses will result in a financial penalty and potential exclusion at the Stewards discretion. (Refer to: **Penalty P13, P14, P15**)

8.10 Service Arrangements & Overnight Stops

- I. **SERVICE REGISTRATION:** Each competing vehicle must submit a Service Registration Form to register a maximum of two (2) Service vehicles and (1) Management vehicle. One of the crew should be nominated as a team manager. Service Registration procedures for the service vehicle must be completed in the Rally Office prior to Scrutineering.
- II. **SERVICE AREA SCHEDULE:** Service area locations will be advised two weeks before the event with distances and Co-ordinates.
- III. **SERVICE AREAS:**
 - a. Service Areas as notified within Service Road Books are the only locations where service Crews may undertake Rally Car service. In the instance where service location information conflicts between 'road' and 'service' books the service book information is primary.
 - b. **NO** vehicle **is** permitted on the competitive section under any circumstance **while the stage is live**. Service crews may not establish 'spares drop points' or leave spares, tyres or fuel at any point along the prescribed route. (Refer to: **Penalty 17**).
 - c. The penalty for driving against rally traffic in a competitive section by the service crew cars and or friends/ family cars of a competitor may extend to the competitor being excluded.



EVENT REGULATIONS EAST AFRICAN MINI CLASSIC RALLY



- IV. **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. (Refer to: **Penalty P31**).
- V. **LITTERING:** Teams must collect and dispose of litter of all kinds responsibly. Indiscretions will be reported to. (Refer to: **Penalty P32**)
- VI. **DRIVING STANDARDS:** Competitors are responsible for the actions/behaviour of their service crew and other team or team associated vehicles (for example family vehicles).
- VII. **SERVICE ZONES:** After each competitive stage, there is a 'Road Side Service'. The permitted time given will be 30 mins per Road Side Service. This will be shown in your intended target time to the next competitive start. At each end of day rest halt, a "Service Zone" adjacent or near to the Parc Ferme will be set up.
- All Competing Cars must be serviced and repaired within the Service Zone limits.
 - Non-compliance will be reported to the Clerk Of Course and penalties may be applied.**
 - Should any vehicle need specialist repairs, equipment or assistance the entrant may request permission in writing to the **CRO** to remove a Competing Car from the 'Service Zone' to undertake 'outside' repairs.
 - Reasoned requests to remove a car from Parc Ferme must be submitted in writing to the **CRO**. If granted, a written permission reply will be given. Penalties for late return into Parc Ferme as per the regulations will apply.
- VIII. **END OF DAY SERVICE:** At the end of every day's competition there will be a maximum of **two hours** allowed for service. Penalties for late arrival into Parc Ferme will apply (Refer to: **Penalty P4**) There is no penalty for early check in into any end of the day Parc Ferme. **Vehicles must be driven at a walking pace. If faster than a walking pace there will be a penalty** (Refer to: **Penalty P28**)
- IX. **FLEXI SERVICE:**
- 3 min mandatory holding applies, flexi service thereafter up to and not later than 23:00hrs. (E.g., your car latest time out of holding shall not exceed 21:00 hrs.) penalties applicable thereafter. Refer to penalties. Maximum holding time permitted is up to 2 hours only.
 - When the service commences, the start time of actual service will be marked on the time card by the rally official. It is the competitor's responsibility to obtain this time from the rally official. The competitor is likewise responsible for all entries on that time card.
 - Early check-in at the time control after flexi-service is permitted without penalty.



EVENT REGULATIONS EAST AFRICAN MINI CLASSIC RALLY



- X. **OVERNIGHT STOPS:** Every night there will be 'Parc Ferme' enforced at all overnight stops for which there will be a penalty (Refer to: **Penalty P4**) for not reporting to the Parc Ferme at your due time.

8.11 Start Order

- I. In case of retirement caused by going OTL, the competitor will be allowed to restart after the next overnight regroup (Parc Ferme). The relevant time penalty will be applied from the TC at which the competitor concerned has exceeded the maximum permitted lateness **and/or missed stage penalties applied.**
- II. Penalties for restarting are as follows:
- For each competitive section missed, the crew will receive a maximum time of the section published in the final itinerary.
 - A time penalty for the maximum lateness permitted will be applied from the TC at which the competitor concerned has abandoned the leg.
- III. **START ORDER:** The organisers will establish the starting order for the first day of the rally. Competitors will be reseeded daily in the classification order **with faster drivers repositioned by the Clerk of Course.** Such start lists are subject to approval from the panel of stewards.

ART. 9- RESULTS & PROTEST/ APPEALS

- I. **End of day provisional results including stage penalties of each day.** Will be posted as soon as is practical on the Official and digital Notice Board at the overnight halt. Any inquiry on the times of these results must be submitted in writing to the CRO. Note, service infringement penalties will be issued the following day.
- II. **End of event Final results.** Results will be declared final **1 hour** after the posting of provisional results. No query will be considered after the 30-minute-period has expired.
- III. **TIEBREAKER** In the instance of a 'Result tie' times will be compared on the first and sequentially subsequent Competitive Sections until a 'winner' can be declared.
- IV. All protests must be submitted in writing where applicable at any time during the event except those regarding results, which must respect Art 9ii, together with the fees.

Fees mentioned on the next page.

- Protest and protest fee.** The Protest fee is set at US\$ 500 (or equivalent amount in another currency) payable in cash at the time of handing in the protest in writing to the Competitor Relations Officer and copied to the Clerk of Course.
- Technical protests.** In the instance where protest investigation involves dismantling another competitor's vehicle the claimants protest submission must



EVENT REGULATIONS EAST AFRICAN MINI CLASSIC RALLY



include an additional deposit of US\$ 1,000 (or equivalent amount in another currency).

- c. **Technical protest related expenses.** Costs incurred—in relation to the transportation or investigation of vehicles will be borne by the claimant where the protest is proved unfounded or by the competitor if the protest is upheld.

- V. **Clerk of Course decisions.** Clerk of Course decisions may be protested, investigated, and adjudicated by the Stewards of the meeting. The Stewards decision on all matters is final and binding.

Art. 10- PRIZES/ AWARDS & PRIZE GIVING

The Prize Giving ceremony will be held after the finish.

10.1 List of Awards

Overall Awards	1 st to 5 th
Class Awards	1 st / 2 nd / 3 rd
Finisher Awards	To all finishers
Rally Raid Class Modified	1 st / 2 nd / 3 rd
Rally Raid Class Unmodified	1 st / 2 nd / 3 rd



EVENT REGULATIONS – EAST AFRICAN MINI CLASSIC RALLY



APPENDIX A – PENALTIES

APPLICABLE PENALTIES					
PENALTY NUMBER	DESCRIPTION	TIME PENALTY	FINANCIAL PENALTY	EXCLUSION- CLERK OF COURSE DECISION	PENALTY – SPORTING STEWARD
P1	Early check in – Time control	2 min per min early			
P2	Late check in – Time control	1 min per min late			
P3	Late check out Parc Ferme	1 min per min late			
P4	Late arrival into Parc Ferme: Maximum of 60 min (any lateness exceeding 60 min will be deemed a non-arrival)	1 min per min			
P5	Did not start a Competitive Section (a competitor is deemed to have missed the section if the time controls at the start of the section is not visited. He must have started the day to miss any sections. If he does not start the day, then he misses the full day)	Maximum time of the stage x 2			
P6	Missing the whole day.	Accumulation of the maximum time for competitive sections run X 2			
P7	Late at the finish of a competitive stage (Exceeding the maximum lateness prescribed as per the rally itinerary) – Considered an OTL – 8.3 (IV)	Maximum time of stage			
P8	Penalty for reversing into a control – applies in the instance of ‘overshooting’ a control	5 min			
P9	Alteration to Timecard (Illegal)	120 min			
P10	Loss of timecard			Up to exclusion	✓



EVENT REGULATIONS EAST AFRICAN MINI CLASSIC RALLY



P11	Missing stamp or sign on Timecard			Up to exclusion	✓
P12	Deliberate delay or early departure from TC's or CS:	15 min			✓
P13	Speeding - road section (liaison)				✓
P14	Speeding (2nd Offence) - road section (liaison)	5 min & financial penalty	Ksh15,000.00		✓
P15	Speeding (3rd Offence) - road section (liaison)	60 min	Ksh30,000.00		✓
P16	Not Observing traffic laws			Up to exclusion	✓
P17	Unsporting behavior by any member of the team	60 min			✓
P18	Non-compliance with the technical / safety requirements			Up to exclusion Or Refusal to start.	✓
P19	Speeding in a control zone (competitive only)	Refer to Art 8.9 V I, II, III & IV speed control zone protocols.			✓
P20	Not following the officials' instructions				✓
P21	Forbidden reconnaissance	180 min		Up to exclusion	✓
P22	Not giving assistance in the event of an accident			Up to exclusion	✓
P23	Failure to report accidents	30 mins		Up to exclusion	✓
P24	Forbidden assistance	2 hours			
P25	Monetary fines must be paid in full prior to restart	Exclusion			
P26	Deviating from the prescribed road book				✓
P27	Driving against rally direction, in a forward gear, in a 'CS' (Competitive Section')	3 Hours		Up to Exclusion	✓
P28	Driving at excessive speeds in end of day service area.				✓
P29	Non-compliance to event stickers (as per regulation)				✓



EVENT REGULATIONS EAST AFRICAN MINI CLASSIC RALLY



P30	Deliberate removal of the organisers / sponsors stickers			Exclusion	
P31	Failure to use a waterproof ground sheet per occasion		KSHS 30,000.00		
P32	Failure to remove all garbage / used parts from allocated end of day service bay		KSHS 15,000.00		✓
P33	Service outside designated service zones		KSHS 20,000/- (per offence)		✓
P34	Deviations more than 150 meters from the prescribed rally route as determined by either the tracking system GPS data or by physical measurement by a rally official.	1 st Offence: 5 Minutes 2 nd Offence: 10 Minutes 3 rd Offence: 15 Minutes			



EVENT REGULATIONS – EAST AFRICAN MINI CLASSIC RALLY










APPENDIX F – RALLY RAID REGULATION

	Chassis & Body	Engine	Gearbox	Suspension	Weight	Wheels and Tyres
Prototype	Free	Free	Free	Free	Over 750 kg wet. Excluding crew.	Free
Modified (In the event of less than 3 entries to be amalgamated with Prototype class).	Production chassis although strengthening and lightening is permitted. Body may be lightened and modified.	Free	Free.	Mounts may be modified although same type of suspension for chassis to be maintained (e.g. A Range Rover chassis to retain live axles.) Shocks – Free. One extra shock absorber may be fitted per wheel. A coil-over is permitted on the second shock.	Over 750 kg wet. Excluding crew.	Free
Standard (In the event of less than 3 entries to be amalgamated with Modified class).	Standard chassis. Standard body.	Standard engine.	Standard	Mounts must be in the standard position although may be strengthened. Springs – Free although the <i>type</i> to be same Shocks – Free. One extra shock absorber may be fitted per wheel. A coil-over is permitted on the second shock.	Over 750 kg wet. Excluding crew.	Free



APPENDIX G – ROAD BOOK

ROAD SECTION - DAY 1				
From :	WATERFRONT		Distance (Kms):	31.94
To :	OLETEPESI		Time Allowed Hrs:Min:	
DISTANCE		DIRECTION	INFORMATION	DISTANCE TO GO
TOTAL	PARTIAL			
0.00			T.L KAREN ROAD <div style="border: 1px solid black; padding: 2px; display: inline-block;">S 01° 19' 47.33" E 036° 42' 58.62"</div>	
1.44	1.44		T.L NGONG ROAD	30.50
2.90	1.46		SO	29.04
4.60	1.70		! NARROW 	27.34
5.47	0.87		SO SHADE HOTEL	26.47
8.47	3.00		BUMPS X2	23.47