

The World's Greatest Classic Rally
1-10 December 2005

EAST AFRICAN SAFARI RALLY
SUPPLEMENTARY REGULATIONS
1st – 10th December 2005

1. PROGRAM

OPENING DATE OF ENTRIES	: 1 st July 2004
CLOSING DATE OF ENTRIES	: 11 th November 2005
PUBLICATION OF ORDER OF START	: 12 th November 2005
DOCUMENTATION	: 30 th November 2005 at 09.00
WELCOME PARTY	: 30 th November 2005
SCRUTINEERING	: 1 st December 2005 at 09.00
CEREMONIAL START – MOMBASA	: 1 st December 2005 at 16.00
START OF MAIN RALLY -	: 2 nd December 2005 at 06.30
FINISH OF RALLY	: 10 th December 2005 at 14.00
PUBLICATION OF RESULTS	: 10 th December 2005 at 18.00
PRIZEGIVING	: 10 th December 2005 at 20.00
OFFICIAL NOTICE BOARD	: At Rally Headquarters

1. DEFINITION OF THE EVENT

- 1.1 East African Safari Rally Ltd is the organiser of the 2005 East African Safari Rally that is inscribed in the FIA international events list.
- 1.2 The event is organised in compliance with the prescriptions of Long Distance Rally regulations of the FIA and these Supplementary Regulations and Appendices, which supersede all other regulations. All competitors undertake to comply with these supplementary regulations and subsequent amendments by fact of their entry.

The World's Greatest Classic Rally
1-10 December 2005

1.3 The organisers have the right to cancel or postpone the event or any part there of should circumstances arise which make such action necessary.

2. ORGANISATION

Name of Rally : The East African Safari Rally 2005
AA of Kenya Permit No : TBA
AA of Tanzania Permit No: : TBA
FMU Uganda Permit No: : TBA

2.2 Organising Committee

Hon. Event Patron: : **Dr Bharat Bhardwaj**

Chairman & Event Director : **Mike Kirkland**

Director : Surinder Thatthi
Director : Mike Doughty
Secretary : Faiza Punja

Address of Secretariat: East African Safari Rally Ltd
P.O. Box 99456
Mombasa, Kenya.
Tel: (+254-41-) 475074 / 5 / 6
Fax: (+254-41-) 474947
E-mail: kirkland@eastafricansafarirally.com

1.4 Officials of the Rally :

Rally Steward : Peter Hughes (EAK)
Rally Steward : Seppo Harjanne (SF)

Clerk of the Course : Surinder Thatthi
Deputy C o C : Mike Summerfield
Assistant Clerk of Courses : Richard Leeke
: TBA

Competitors Relations Officers : Jan Thoenes
: Ken Tarplee

Rally Administration Manager : Faiza Punja
Chief Medical Officer : Dr. Pramod Shah
Chief Security Officer : John Sutton
Chief Scrutineer : Viren Goricha
Secretary of Meeting : Faiza Punja
Results Coordinator : Willie Du Plessis

The World's Greatest Classic Rally
1-10 December 2005

3. GENERAL CONDITIONS

3. COMPETITORS ELIGIBILITY

- 3.1 Any person holding an International Competition Licence and driving license is eligible to enter.
- 3.2 All entrants from outside Kenya must have their entry form endorsed by their ASN's.
- 3.3 The first named driver on the entry form will be responsible for all liabilities and obligations both before and during the event.
- 3.4 The Stewards of the Meeting have the absolute discretion to impose any penalty for incorrect, fraudulent or un-sporting behaviour by any competitor or persons concerned with the entry.

4. DESCRIPTION OF ROUTE

- 4.1 The event will start in Mombasa, coastal city in Kenya and cover a total distance of approximately 4200-km retracing many of the classical routes.
- 4.2 The route will be described in a Road Book showing 'tulip diagrams' and the prescribed route will be mandatory. Secret passage checks will be established to ensure compliance.

5. ELIGIBLE CARS AND CLASSES

5.1 All types of motor vehicles built before 31st December 1974 and must be passenger type cars with not more than six seats (including Estate Car derivatives) may enter this event and will be run in the following classes:

- Class 1 – Upto and including 1600cc
Class 2 – Upto and including 2000cc
Class 3 - Upto and including 3000cc
Class 4 – Over 3000cc.

Commercial vehicles, SUV, 4WD, turbocharged and supercharged vehicles are NOT permitted in the event.

Where a vehicle manufactured after 31st December 1974 is mechanically and bodily identical to that manufactured prior to this date it will be considered eligible subject to it being manufactured prior to 31st December 1978. The onus is on the competitor to prove the specification of the vehicle is the same as that manufactured before 31.12.74.

More details are in Appendix B – attached to these regulations.

5.2 All vehicles must be licensed and insured for use on public roads. Any form of trade plate is NOT permitted.

5.2.1 Competitors Obligation: The first named driver will be responsible for all liabilities and obligations before and during the event.

5.2.2 The Stewards reserve the right to exclude from the event at any time any competitor who has breached civil law, traffic regulations and acted in any manner not conducive to the smooth running of the event or behaved in such manner to bring the event into disrepute. Such decision is at the sole discretion of the Stewards and not subject to appeal.

The World's Greatest Classic Rally
1-10 December 2005

6.4 SCRUTINEERING

6.4.1 Scrutineering will take place at pre-allocated times on 1st December 2005.

6.4.2 No car will be allowed to start if it does not meet the minimum safety requirements as laid down in these regulations.

6.4.4 Documentation for the event will be held at the Rally Headquarters and the documents checked will be: International Competition Licence, International Driving Licence and normal driving licence as required, car registration documents, authorisation to compete abroad by the ASN's, passports, visa if necessary and carnets for the vehicles. Competitors and service crew are obliged to obtain visas for Kenya, Uganda and Tanzania prior to their arrival in Kenya.

7. ENTRY FORM - ENTRIES

7.1 Entries will open on 1st July 2004 and close on 11th November 2005. Late entries at an increased fee will be accepted until 30th November 2005.

7.2 Entries can be sent to the Secretary of the Meeting or to the rally secretariat on the address in these regulations.

7.3 Entries will be limited to a maximum of 60 cars.

If the entry is fully subscribed then the organisers may allow entry on a reserve list. The permission for these reserve cars to run may only be granted by the Stewards.

7.4 It is the obligation of the Entrant / Crews to provide the homologation papers of the car entered and of its relevant date of manufacture.

8. ENTRY FEES - INSURANCE

8.1 Sum of Entry Fee for the Main event are as follows:

1. OVERSEAS ENTRY : Euro 18,000.00
(Inclusive Sea Freight / 2 Air tickets and accommodation)
2. LOCAL ENTRY (without Freight / Air tickets) : Euro 7,500.00
Inclusive of one double hotel room for driver and co-driver only.
3. LOCAL ENTRY (Without any accommodation) : Euro 5,500.00

8.1.1 The entry fees payment method is as follows and must be strictly adhered to:

- a. FOR OVERSEAS ENTRY FEES
 - a) Upon application/registration : Euro 2,000.00
 - b) By 1st November 2004 : Euro 4,000.00
 - c) By 1st February 2005 : Euro 4,000.00
 - d) By 1st July 2005 : Euro 4,000.00
 - e) By 1st October 2005 : Euro 4,000.00
- b. FOR LOCAL ENTRY FEES (With one double room accommodation)
 - a) Upon application/registration : Euro 2,000.00
 - b) By 1st November 2004 : Euro 1,500.00
 - c) By 1st February 2005 : Euro 1,500.00

The World's Greatest Classic Rally
1-10 December 2005

- d) By 1st July 2005 : Euro 1,500.00
- e) By 1st October 2005 : Euro 1,000.00

c. FOR LOCAL ENTRY FEES (No accommodation)

- a) Upon application/registration : Euro 2,000.00
- b) By 1st November 2004 : Euro 875.00
- c) By 1st February 2005 : Euro 875.00
- d) By 1st July 2005 : Euro 875.00
- e) By 1st October 2005 : Euro 875.00

8.1.2 SERVICE CARS

A maximum of ONE service car per entry will be allowed and entry must be made by filling out the "Service Registration Form" nominating a maximum of three (3) mechanics in this Service car and their names must be submitted on the form before the date of Scrutineering.

8.2 Entry application will only be accepted if accompanied by the compulsory documentation fee of Euro 2,000.00 which is non-refundable.

8.3 Organisers reserve the right to refuse any entry application, without giving any reason.

8.4 The organisers may permit the change of Car or Crew from those nominated on the entry form at any time.

8.5 Personal accident cover for participating crew is compulsory and crews must produce evidence of this PA Insurance at Scrutineering. Limited PA Insurance cover through a Kenyan Insurance company will be available as an option through the organisers at rates to be advised.

8.6 Manufacturers and Club Teams of not less than 3 and not more than five cars may enter on payment Euro 100.00 per car at documentation. Any crew may only enter one manufacturer and one club team. The winners of the team award (manufacturers, club or other teams) will be determined by the least accumulated score of the best 3 team members.

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

- a) Application fee non-refundable
- b) Withdrawal before 1st November 2004 – 100% of the fees already paid
- c) Withdrawal before 1st March 2005 – 75% of the fees paid
- d) Withdrawal before 1st July 2005 – 50% of Fees paid
- e) Withdrawal before 1st October 2005 – 25% of the fees paid
- f) After 1st October 2005 – no refund.

In case the event is cancelled by the organisers entry fees paid will be refunded in full minus the application fees of Euro 2,000.00

8.8 **Overseas Entries** - The entry fee will include the following:

- a) One twin bed hotel room for two nights prior to the start of the rally in Mombasa at the rally hotel and two nights after the event on a half board basis.
- b) Accommodation during the rally in one twin bedded room on half board basis.
- c) Unloading, customs clearance (in Mombasa only), delivery of containers in Mombasa to a secure yard, re-stuffing of containers after the rally in Mombasa, transport, loading and shipping to and from selected ports in Europe for only the competing vehicle, its spare parts and tyres in a 20ft container is included in the entry fees.
- d) Border clearance at borders during the rally.
- e) 2 return economy class air tickets to Mombasa from selected cities in Europe.

The World's Greatest Classic Rally
1-10 December 2005

- f) Four tickets to the prize-giving event.
- g) An event clothing pack for the driver and navigator.
- h) Membership of the Flying Doctor for the duration of the Rally for the crew and the service crew.
- i) Upon return of the rally car to the port of origin the organisers will cover the shipping companies charges but any customs and other port charges will be paid by the entrant.
- j) Transfers from Mombasa Airport to the Rally Hotel.
- k) Transfers from Rally Hotel to the rally car storage venue.
- l) Transfers after the rally from Shipping office to the Hotel.
- m) Transfers from Hotel to the Airport after the rally.
- n) Accommodation in one room / tent for service crew. This accommodation will not be at the same hotel as competitors

Local entry (with one room accommodation) available only to competitors currently resident of either Kenya, Uganda or Tanzania.

The entry fee will include the following:

- a) One twin bedded room for two nights prior to the start of the rally in Mombasa at the rally hotel and two nights after the event on a half board basis.
- b) Border clearance at the Tanzania and Uganda borders during the rally.
- c) Four tickets to the prize-giving event.
- d) An event clothing pack for the driver and navigator.
- e) Membership of the Flying Doctor for the duration of the rally for the competing crew.

Local entry without accommodation:

The entry fee will include the following:

- a) Border clearance at the Tanzania and Uganda borders during the rally.
- b) Four tickets to the prize-giving event.
- c) An event clothing pack for the driver and navigator.
- d) Membership of the Flying Doctor for the duration of the rally for the competing crew.

8.9 The competitors are responsible for payment of any extras like drink, telephone calls etc at any of the event stopovers and rally hotel at the start and finish. Failure to pay these will result in exclusion for the event.

8.11 At a point when the competitor retires from the event he relinquishes all rights and benefits of the competitor and is not eligible for any accommodation refund but may use the accommodation if they wish to follow the rally.

8.12 Competitors must ensure that their car is covered for third party liability while driving on public roads in Kenya, Uganda and Tanzania. A COMESA yellow card insurance is valid in all three countries and may be purchased through the organisers.

8.13 The organisers will make the necessary arrangements for the crossing of the borders during the event but the rally cars must all have a Carnet du Passage with all the accessories carried in the car listed separately and in the case of Kenya, Uganda or Tanzania registered vehicles their logbooks and spares list. The same carnet and logbook requirements as the rally car are also applicable to the service cars for the border crossings. These documents must be given to the organisers at Documentation on 30th November 2005.

9. INTERPERTATION OF REGULATIONS AND THEIR AMENDMENTS

The World's Greatest Classic Rally

1-10 December 2005

9.1 The organisers reserve the right to amend the present regulations and the rally route in accordance with any condition and circumstance and these amendments will be announced by a dated and numbered Bulletin which will be deemed to be an appendix to these regulations.

9.2 Such Bulletins will be posted at the rally headquarters and during the event be presented to competitors who must acknowledge receipt by signature. All Bulletins issued prior to the event will be sent by e-mailed to all entrants and posted on the official website. Such notification is deemed to be official posting of the Bulletins by Rally H.Q.

9.3 The Clerk of Course is responsible for the application of the regulations during the running of the event

9.4 The interpretation of these regulations and the subsequent bulletins will be the decision of the Stewards and will be final and binding. 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.

10. ADVERTISING

Organiser advertising is compulsory and must be attached to the points on the car as given on the bulletin supplied at documentation. The stickers must not be cut or damaged in any way before attaching to the car. In addition:

- a) A space of 70cm x 60 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 57cm x 57cm to enable identification of the vehicle from the air. These will be supplied by the organiser at scrutineering and must be removed or cancelled upon retirement from the rally.
- b) The country of origin of the driver must be written centrally on the roof above the windscreen in letters not less than 7cm high (e.g. SWEDEN, KENYA).
- c) The organisers advertising will be placed on the top of the windscreen and will be 12 cm high and will cover the entire width of the windscreen. Anyone not wishing to carry the organisers advertising must pay an increased entry fee of Euro 2,000 to the organizers, before scrutineering.
- d) 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 before the name.

11. GENERAL OBLIGATIONS

11.1 The wearing of helmets by both drivers **is compulsory** during all competitive sections.

11.4 Competition numbers must be removed or cancelled upon retirement from the rally.

11.5 Reconnaissance is not permitted. The use of any form of pace notes or any form of directional notes not supplied by the organisers is banned. Anyone found using such notes will be excluded from the event. There may be searches of the car and driver's luggage organised at random points to ensure compliance with this regulation.

11.6 Studded tyres or slicks are not permitted.

East African Safari Rally Ltd. P.O. Box 99456 Mombasa, Kenya.

Tel: 041 475074 / 5 / 6

Fax: 041 474947, E-mail: kirkland@eastafricansafarirally.com

(www.eastafricansafarirally.com)

The World's Greatest Classic Rally

1-10 December 2005

11.7 Fuel : Fuel must conform to appendix K 8.11 and Appendix J252 - 9.1. This means normal pump fuel with permitted Octane enhancers. AVGAS is not permitted.

11.8 Radio: All entrants using a VHF radio must have the necessary radio licence for their radios from each of the three countries.

11.9 A car will not be allowed to start the event unless it has on board:

- 1) Two pieces reflective warning triangle.
- 2) A suitable AA or organisers approved medical Kit.
- 3) At least two 2 kg capacity fire extinguishers.
- 4) Road legal, licence and insurance. Garage plates are not permitted.

11.10 The use of helicopters or aircraft during the rally by competitors is forbidden. The penalty for use of aircraft or helicopter is exclusion.

11.11 Use of Management Cars

Vehicles carrying family, Team Managers well wishers or others are permitted to follow the rally but they are not allowed to carry any spare parts or tyres and neither are any members from such vehicles allowed to work on the car in any capacity (not even to clean the windscreen).

It is permitted for them to carry food and drink for the competitors.

12. RUNNING OF THE RALLY

12.1 Official time for the Rally will be that of GPS time.

12.2 SCRUTINEERING

Scrutineering will take place at the Rally Hotel in Mombasa, Kenya on the 1st December 2005 and all cars taking part in the event must attend scrutineering with the full crew at the prescribed time in accordance with the timetable issued in a bulletin.

12.3 The scrutineers have absolute discretion to mark and seal components before and during the event. When these marks or seals be affixed, it is the responsibility of the crew to ensure they are protected until after the rally. Should the mark or seal be missing the car may be excluded.

The Engine block and Chassis of all competing cars may be sealed and the responsibility of ensuring the seals are intact throughout the event is the crews. The penalty for a missing identification seal could be exclusion. It is the crew's responsibility to make suitable holes in the components for fitting of the seals.

12.4 Road Book and Time Card

- 1) Each crew will receive a detailed road book with 'tulip type' diagrams providing the details on the route to be followed.

The World's Greatest Classic Rally
1-10 December 2005

- 10) Road, Service and Competitive sections will be held on **open roads** and all competitors are warned that there are other road users on the competitive section.

12.7 Service

- 1) Any one competitor may have only one (1) Service car which must be registered with the organisers as per Article No. 8.1.2 and must not carry more than three people.
A road book for service vehicles will be issued and service points will be advised on 26th November 2005.
These service points are the only places where pre-planned service can be done by the service crew to the rally car, but, in the event of a competitor having a mechanical problem in a competitive or road section the service vehicle must obtain permission from an official of the rally to go to the car and repair it.
If the rally car is in a competitive section then the service car must only travel in the same direction as the rally.
The penalty for driving against rally traffic in a competitive section could go as far as exclusion of the competitor responsible for the service crew.
- 2) The use of wayside service stations or garages by competitors is allowed.
- 3) Competitors are deemed to be responsible for the actions/behaviour of their service crew.

12.8 Maximum Running Time and Missing of Sections or Days.

The maximum permitted running time between "cut-off" points is given in the Final Time Itinerary. Penalty for exceeding this is as given in Section 13.

Drivers will be permitted to miss full days collectively or individually with penalties as specified in these regulations under Section 13 and still re-join the rally.

Drivers are also permitted to miss any section (either road, service or competitive) for the penalty as laid down in these regulations in Section 13.

12.9 Accidents

- 1) However minor must be reported to the Clerk of the Course.
- 2) Maps will be supplied.

12.10 STARTING ORDER

The organisers will establish the starting order. The start order of each day will be on the overall classification but the organisers reserve the right to re-seed any competitor based on safety.

12.11 COURSE OPENING CARS AND SWEEPERS

The organisers may provide course opening car/or cars and a course sweeper at their discretion.

12.12 TIE-BREAKER

The World's Greatest Classic Rally
1-10 December 2005

In the event of a tie the competitor to have the fastest time on the first competitive section and if this is the same the next competitive section etc will be declared the winner.

13. PENALTIES

13.1 Early check in	2 min per minute
13.2 Late check in	1 min per minute
13.3 Late arrival into Parc Ferme	2 min per minute
13.4 Missing a road or service section (a competitor is deemed to have missed the section if any one of the time controls at the start or end of the section is not visited)	45 minutes + the time allowed of the section
13.5 Missing a Competitive Section (a competitor is deemed to have missed the section if any one of the time controls at the start or end of the section is not visited)	90 minutes + the time allowed of the section (estimated from Time Itinerary)
13.5 Alteration to Time Card	120 min + Stewards decision
13.5 Speeding (1st Offence)	Fine US\$ 100
Speeding (2nd Offence)	5 minutes
Speeding (3rd Offence)	60 minutes
13.6 Entering a Control from the wrong direction	As per 13.4 / 13.5
13.7 Missing stamp or sign on Time Card	As per 13.4 / 13.5
13.8 Loss of Time Card or Scrutineering card	Maybe Exclusion
13.9 Missing the whole day	360 minutes per day plus Penalty of fastest Car

14. Protests - Appeals.

14.1 Final results. Results will be declared final 30 minutes after provisional results have been posted. No query will be considered after the 30 minute period has expired.

14.2 The Protest fee is set at US\$ 500 payable in cash at the time of handing in the protest in writing to the Clerk of Course and all protests must be made in writing.

14.3 If the protest involves the dismantling of another competitors car the claimant must pay an additional deposit of US\$ 1000.

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

14.5 A competitor may lodge an appeal against a decision of the Clerk of Course but the decision taken by the Stewards of the meeting will be final and binding.

The World's Greatest Classic Rally
1-10 December 2005

14.6 At the end of each day provisional results will be posted as soon as practicable on the Official Notice Board at the Overnight Halt. These results will remain provisional up to the start time of the first car the following day. Once this time has passed no further queries will be permitted and the results of the previous day will be declared final.

15. Prizes - Awards- Prize-giving

The prize giving will be held at a Gala Party after the finish.

15.1 List of Awards

Overall Awards: 1st to 10th - Trophies and Replicas.

Class Awards: 1st and 2nd in class.

Finishers Awards - To all finishers.

Merit award to be given at the Clerk of Course discretion, to a crew who need not be a finisher.

APPENDIX A: TIMING SYSTEM

1 Types of Sections and Controls

1.a **Road Section** – A Road Section is defined as being between two Time Controls (TC) timed to the whole minute.

A Target Time will be set for this section. You will be penalised for both early Arrival and lateness at Time Controls in Accordance with Section 13.

1.b **Service Section** – A Service Section is also defined as being between two Time Controls timed to the whole minute.

A Target Time will be set for this section which incorporates additional time for Servicing / refuelling. You will be penalised for both early Arrival and lateness at Time Controls in Accordance with Section 13.

1.c **Competitive Section** – A Competitive Section is between the Competitive Start (CS) and the Competitive End (CE) timed to the second.

No Target time is given for a Competitive Section. The time penalty incurred is the time taken to complete the competitive section in hours, minutes and seconds.

1.d **Regroup** – At some points during the event Regroup Controls will be set up. A Regroup will be between two Time Controls and is established to 'close up' the event. At a Regroup IN TC competitors will be given a nominated time for the Regroup OUT TC. As far as possible competitors will leave a Regroup OUT TC at 2 minute intervals and the minimum time in a regroup will be 2 minutes.

2.a At a Time Control (TC) or Competitive Start (CS) a competitor will be permitted to enter the Control Zone during the period 59 seconds before the time he requires to 59 seconds after. The Competitors time is taken when he enters the Control Zone. i.e. Both competitors and the car have passed the control entry board

Example. Due Time – 12:40. He may enter at any time between 12:39:01 and 12:40:59

The World's Greatest Classic Rally
1-10 December 2005

Competitors are required to enter, in the provided space on the Time Card, the intended check in time and if he enters the control within the preceding 59 seconds to the check in time the Controller will enter the intended time on the Time Card and hand it back to the Competitor on his due minute. If the Competitor enters the Control Zone earlier than the preceding 59 seconds the Controller will enter the actual time displayed on his clock. It is the sole responsibility of the Competitor to ensure that the time entered on the Time Card is correct.

2.b At A Competitive End the Competitors time is taken as he passes the Red Flying Finish Board. The recorded time will be marked on his timecard at the CE control which is located 100 – 300 metres after the flying finish board. Competitors are not allowed to stop between these two boards. The recorded time (hours and minutes – ignoring the seconds) at the CE Control is also the start time for the next road or service section.

2.c The interval between Competitors departing from a TC or CS will be 2 minutes, even if several competitors arrive on the same minute. Departure will always be in order of arrival.

2.d A Control Zone is defined as being the distance between the Yellow Clock board and the crossed Beige Board.

A typical layout is as follows:

TC 0	0800	Time Control – Start of Day Target Time 15 minutes
TC 1	0815	Time Control – End of Road or Service Section You are allowed 3 minutes between TC and CS
CS 1	0818	Competitive Start Time taken between CS and CE will be the time recorded on the Time Card in hours : minutes : seconds
CE 1	08:40:26	Competitive End and Start of the next Road or Service section. The start time for the road or service section is the same as the competitive end time minus the seconds. Target Time 01:00
TC 2	0940	Time Control – End of Road or Service Section You are allowed 3 minutes between TC and CS (dead time) Note: Dead time may on occasion exceed three minutes.
CS 2	0943	Competitive Start
CE 2	1143	Competitive End and Start of Road or Service Section The start time for the road or service section is the same as the competitive end time minus the seconds.
TC 2 B	1221	Time Control – Regroup IN

The World's Greatest Classic Rally

1-10 December 2005

Competitors will be regrouped at this Control and will depart from TC 2 C at consecutive 2 minute intervals after the first car departs at 1241.

Your TC 2 C time will be allocated at TC 2 B.

TC 2 C 1241

You may check in early at TC 2 D, end of day, without Penalty. Penalties for lateness will still apply.

TC 2 D 1630

Time Control – End of Day - End of Road or Service Section

Lateness

If you are used to European Regulations you will find that 'lateness' regulations on this event are applied and expressed very differently. Please study this very carefully.

There are, effectively, two types of 'lateness':

- 1) **Lateness.** At Start of Day and Regroup OUT TC's it is expressed as Lateness. You have a 15 minute lateness at these TC's.

i.e:

- a) Your due Start Time is 0645 : Your actual Start Time is 0659 – therefore you have incurred 14 minutes of lateness penalty but you are allowed to start.
- b) Your due Start Time is 0645 : You arrive at the Start TC at 0701. You have exceeded your lateness and you are O T L and deemed not to have visited the control.

- 2) **Allowed Running Time.** Everywhere else on the event you are given a Target Time for each of the Sections and an Allowed Running Time . Both of these times are shown in the Itinerary. The Allowed Running Time will NOT necessarily be between consecutive Time Controls and Competitives; it may cover the distance between several Time Controls and Competitives.

Although 'lateness' is not mentioned anywhere it will be helpful for you to understand that the Allowed Running Time is calculated by the Organisers by adding a period of 'lateness' to the time shown in the Itinerary between the two

appropriate controls. 'Dead Time', the 3 (or more) minutes allowed between TC and CS, is NOT included in this calculation.

The following example shows the relationship between Itinerary times and Allowed Running Time for such a section between TC 3 and TC 6

i.e

Time 1 st Car due at TC 3	08:45
Time 1 st Car due at TC 6	10:45

The World's Greatest Classic Rally
1-10 December 2005

If you are on time you would take 2 hours

Allowed Running Time between TC 3 and TC 6 is 4 hours

Therefore your 'lateness' allowance between TC 3 and TC 6 is effectively 2 hours. 'Lateness' is NOT penalty free.

From TC 6 to another appropriate point there will be a further Allowed Running Time.

Allowed Running Time is NOT cumulative. In the above example the Allowed Running Time expires at TC 6 and a new one starts there.

APPENDIX B

TECHNICAL APPENDIX – VEHICLES REGULATIONS

1. TYPES OF CARS ALLOWED IN THE EVENT

Cars allowed to enter the East African Safari 2005 are, any passenger vehicle manufactured before 31st December 1974, with not more than 6 seats including the estate car derivative.

Commercial vehicles, SUV's, motorised caravans and 4WD vehicles and any vehicle fitted with a turbocharger or supercharger are not permitted in the event.

Where a vehicle manufactured after 31st December 1974 is mechanically and bodily identical to that manufactured prior to this date it will be considered eligible subject to it being manufactured prior to 31st December 1978. The onus is on the competitor to prove the specification of the vehicle is the same.

The mechanical specification of the vehicle is free subject to the restrictions hereafter.

Where a modification was homologated on a vehicle within the period specified by the manufacture it is the onus of the competitor to provide details of this homologation and/ or period evidence when requested.

It is the responsibility of the entrant/competitor to comply with these regulations and to show the organiser that the vehicle complies.

3. SAFETY REQUIREMENTS FOR ALL CARS

3.1 All vehicles in the main rally event must be fitted with a roll cage of the design below. Specifications of the roll cage in the FIA Appendix J are highly recommended. Welding or bolting of the roll cage and reinforcement to suspension turrets is permitted.

3.2 All cars must be fitted two fire extinguishers securely mounted and easily accessible by the crew.

Vehicles must have a minimum of two hand held fire extinguishers with a total minimum capacity of 2.4 litre AFFF or 2kg dry powder. All extinguishers must have a visual method of checking the charge either by gauge or certified label.

3.3 Vehicles must have a protective bulkhead of non-flammable material between the engine and the crew compartment capable of preventing the passage of fuel and flames in case of an

The World's Greatest Classic Rally

1-10 December 2005

accident. Also the vehicle must be fitted with a fireproof bulkhead between the fuel tank and the crew compartment capable of preventing the passage of the flame and fluid.

3.4 All fuel lines and connections and filler pipes must be enclosed within a liquid proof metal tube or casing and any breathers and overflow pipes must be of metal or metal braided. Any pipes carrying flammable or hot liquid passing through the passenger compartment must be metal, metal covered or metal braided.

- a. A sealed metal cover or container must enclose any oil tank or expansion bottle located within the crew compartment.
- b. Additional metal fuel containers are permitted provided they are not carried in the passenger compartment and are securely fixed and must be checked at scrutineering.
- c. All vehicles in the main rally must be fitted with a circuit breaker which can isolate all electric circuits and stop the engine from both inside and outside the car and these must be clearly labelled with a red arrow.
- d. All vehicles in the main rally must be fitted with full harness seat belts to the current FIA standards and carry valid FIA homologation labels.

3.9 All cars must be fitted with a windscreen of laminated type glass.

3.10 The maximum fuel tank capacity is free. If the tank is not a standard tank as supplied by the manufacturer then it must be an FIA approved safety fuel tank or any tank acceptable to the Chief Scrutineer.
Additional fuel containers are permitted provided they are securely fixed and not in the passenger compartment.
A capacity of 100 Litres is highly recommended.

3.14 All cars must carry a First Aid kit and two red warning triangles.

4. BODY MODIFICATIONS

- a. The original bodywork shape and materials cannot be changed other than the use of lightweight panels for doors, bonnet, boot, wings etc only provided the manufacturer homologated them before 31st December 1974.
Easing of the wheel arch to accommodate the permitted wheel / tyre size and type is permitted.
- b. Extra roof vents and exhaust vents for passenger compartment are allowed.
- c. Vehicles must have mud flaps of stout material as a minimum behind the rear wheels. The mud flaps must cover the tyres from the rear and must be a maximum of 7cms above the ground.
- d. Vehicles must be fitted with a windscreen of laminated glass. All other windows must be as original or if modified, supported by the homologation papers.
- e. Cowcatchers and 'roo' bars are permitted.
- f. Jump plates and jump straps or holders are permitted.

The World's Greatest Classic Rally
1-10 December 2005

5. MECHANICAL MODIFICATIONS

a. ENGINE

The engine must be that originally specified for the car by the manufacturer or an engine homologated as an option before 31st December 1974.

The cylinder block and head must be the same as originally fitted to the car. This means that the engine may not be changed from the original model to another engine homologated at a date later than the cars year of manufacturer unless this engine modification is a variant in the cars original homologation paper before 31.12.1974.

Engine capacity is restricted to the manufacturer's specification for cars produced before 31st December 1974 or homologated option before that date. Engine overbore beyond 60 thousandths of an inch over the manufacturers specification will not be allowed.

Camshafts must remain in original location and number but their specification is free.

Internal modifications to the engine are free.

The original carburettor may be replaced by another type but not by a fuel injection unless it is a recognised period modification.

Oil cooler may be added within the bodywork and may not protrude the cars silhouette.

- b. Turbo chargers and super chargers are not permitted.
- c. Carburettors and manifolds are free.
- d. Fuel injections cannot be fitted unless it was the manufacturers original specification or available as an option of the car before 31st December 1974.
- e. The mechanical method of coil discharge triggering within a distributor i.e. points and condenser may be changed and converted to an electronic one provided such modification fits within the original distributor but the distributor must retain its original function and location.
- f. Electronic ignition conversions that are 'programmed' or 'mapped' and use of external sensors to the distributor as a means of triggering are not permitted.

5.6.1 It is forbidden to fit O2 or Lambda sensors in the exhaust manifold with dashboard readouts.

5.6.2 Unless the Homologation Papers show / or provable Period use does not exist then the following items are NOT Permitted:

- a. The use of additional sensors in/on the engine, air intake, exhaust systems or manifolds.
- b. The use of electronic ignition systems that can be altered, either manually or electronically whilst the car is moving.

The use of any electronic component that can or could collect, transmit or store information or data regarding the engines performance. (Components as fitted by the organisers are permitted)

It is permitted for locations for sensors / components to be installed to aid diagnostics during service. However these sensors / components must be removed and blank plugs fitted when the car is not being serviced.

- g. The gearbox casing and number of gears must be those specified and fitted to the car before 31st December 1974 or those, which have been homologated for competition before that date. Gearbox ratios and gear

The World's Greatest Classic Rally

1-10 December 2005

material types are free. The bell housing maybe substituted or modified.
Gearbox oil cooler may be added within the bodywork.

- h. Axles, axle ratios and axle mountings are free and may be fitted with limited slip differentials.
- i. Brakes are free and maybe changed for metal disks. Carbon fibre or other composite brakes are not permitted.
- j. Exhaust systems are free.
- k. Wheels and tyres are free and the size maybe changed. Racing tyres and slicks are not permitted. Tyres deemed by the organisers due to size or construction not to be "within the sprit of the event" will not be permitted.
- l. Protection guards on the gearbox and differentials are permitted and recommended.

5.13 Gearbox and differential oil coolers are permitted provided that they are housed within the original bodywork.

5.14. SUSPENSION

The general layout including the mounting location points must be original i.e shape, design and mounting points. However due to the nature of the event strengthen of pressed steel suspension components is permitted but such strengthen must follow the original profile of the component. Such original components may not be replaced with alternative parts (tubular frame parts) Springs and shock absorbers are free, however the type (e.g leaf or coil) must be as original. Additional shock absorbers are permitted. Sway bars may be added or increases in size. Check straps for extension are permitted.

5.15 WEIGHT

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

The Organising Committee

East African Safari Rally 2005

P O Box 99456

Mombasa - Kenya

Tel. +254 41 475074/5/6

Fax +254 41 474947/471257