



**COMPETITORS INFORMATION No. 12**  
**EAST AFRICAN SAFARI CLASSIC RALLY 2009**

**Date: 4<sup>th</sup> September 2009**

**ROUTE DESCRIPTION AND CONDITIONS**

To All Competitors,

The Clerk of Course and his team have just returned from a complete check of the route and road book. The whole region is experiencing a severe drought and some roads have broken into thick dusty patches which should harden with some rain (if it comes). It is predicted that we will have a very heavy short rainy season which normally starts in November so there are chances that the event will be wet and slippery.

With the new format the road sections have reduced considerably so there is more competitive distance. The route is probably the most challenging yet! Not from roughness but there are some really long sections which will investigate your stamina!

To give you an idea of what to expect there follows a daily route description but Control names have been removed to keep the route secret as per regulations.

**DAY 1**

**CS1 – PROLOGUE – END 19.30km [Day 1]**

After the Ceremonial Start at the 'tusks' the competitors will go to the Vipingo Ridge for the Prologue stage.

This is a narrow and twisty, forest jungle type roads and sometimes onto a paved road with tight junctions. Then onto a very hairy downhill with drops which will be treacherous if wet and then jumps over contour terraces. This stage will be a prologue to sort out ant seeding issues we may have and times for this stage will be starting order for the next day. Should a fast driver have a problem then the Stewards will reposition him to ensure safe driving in the longer sections.

After this stage the cars will end the day at the Clubhouse for Vipingo Ridge Ltd and the Service Crew can work on the car freely there. The drivers and service crew can enjoy the cocktail host be Vipingo Ridge and there is no time to return to Whitesands Hotel. There will be no Parc Ferme on this day and competitors must report to the Re-start in the morning ten minutes before their Start Time as from 7am for the first car.

**DAY 2**

**CS 2 – 76.24km [Day 2]**

The first 12 Km is narrow and twisty, through forest jungle type road then into wider smooth gravel road. Onto major twisty road for 11 km and then at Km24 turns left into a major big sweeping road with some traffic. The section commander is going to make efforts to control this. At Km 45 joins a narrower road with very twisty and sandy road. At Km 51 the road joins a very rough track to link two main roads and should be driver carefully. After this is a nice flowing sandy road with many culverts and some diversions around culverts to the end of the section.

**CS3 – 113.63km [Day 2]**

A very high speed open road in complete 'virgin' African bush land with a lot of wild animals especially elephants. These animals normally move away from noisy rally cars but one must exercise caution on this road and should you break down do not walk away from your car! The section starts with a high speed dash for 44 km in soft sandy red soil with deep tracks in places and then becomes a narrow sandy twisty for 10 km through a small village of xxx and then very fast famous xxx section till km 85 where you enter a private farm which is in dense forest with many elephants for 7km and then through sisal plantation into a hilly and twisty section to finish on the main farm road.

## **CS 4 – 52.34 km [Day 2]**

The first 11 km is and fast and flowing smooth twisty along the xxx foot hills, and then narrow road continues with a steep uphill climb and very twisty road to halfway at km 27. Then a flowing mountain section at the top of the hills to km 38 road becomes very narrow and twisty downhill to km 47 and after it opens out to the finish. Lots of concrete culverts and hairpins and some steep approaches to river causeways. All in all, a classic Safari Rally section that has been used for over 50 years.

## **DAY 3**

### **CS 5 – 75.86 km [Day 3]**

Mainly good surface varying between rocky and sandy, narrow and twisty in places with several jumps. Some big drifts approached at high speeds which many competitors like our CRO have back pain memories about and must be treated with the caution they are marked for !! In the 2007 event Gerard Marcy and Alain Lopes were fastest with a time of 40:30.

### **CS 6 – 74.95km [Day 3]**

One of the toughest competitive sections of the event which has been shortened this year by 30 km. Fast sweeping for the first 9 km into a very busy village (please exercise care in village which will be policed). Then narrow twisty uphill, sometimes steep on a mainly good surface with occasional rocky and bumpy sections climbing to 1650m. Then continues very twisty and very rough along the ridge up to km 36 passing many small villages who love to watch the rally (caution). Decent to Km 47 is steep and twisty down a not as rough road. The final 27 km is on the flat high speed with rough surface in places, sometimes sandy and with many drifts and bumps, some blind and deep as drivers Jonathan Savage, Nick Mason and Jim Heather-Hayes will tell you!!

### **CS 7 – 61.36 km (Day 3)**

Starts with 8 km of wide road with big jumps (Geoff Fielding's famous Porsche photo in 2007) the turns off into twisty in places. Caution through village then into very thick dust and rocky in places. Spectacular views of Mount Kilimanjaro behind you (unfortunately!) and Mount Meru on the left if clear. Then goes into very twisty, dusty, sandy surface and deep dust, very high centre where cars with low clearance must use their skid plate and lots of power. Then cross "Blomqvist 2003 river crossing" and continue through thick dust to the control. Caution very tricky navigation in places and easy to get stuck in the thick dust. Renault Alpine killer stage as Erik Comas would say.

## **DAY 4**

### **CS 8 – 158.41 km [Day 4]**

First 5 km is slow, rough, dusty and followed by a generally rough typical rough African road to Km 46 and then many bumps dips then twisty up through hills, surface varying between rough and smooth to km 79. Then turn off right onto savannah type plains, narrow, twisty track, generally good surface, scattered masai villages around the Lokisale hill into a small town. Final part is open, fast and rough in places. A real tough Safari section definitely one of the decider sections in the rally.

### **CS9 – 39.09 km [Day 4]**

This section was last used in the East African Safari Rally in 1972. Starts off across the flood plains of Lake Manyara on the bottom of the Rift Valley with bridges, culverts and jumps for 17 km and then starts the very steep climb up the escarpment with very twisty narrow road uphill with spectacular scenery and big drops till the end. My recce car overheated on the way up every time.

### **CS10 – 70.12 km [Day 4]**

Service is not allowed between Mbulu 1 and Mbulu 2 controls. For the first 50 km you could be at Rally Finland with sweeping wide smooth road very twisty in places. With the high speed on this smooth road drivers must be cautious of other traffic although the organizers will work hard to try reducing traffic in this section. The road then descends into flat country, a little rougher and finishes at Karatu which is only 5km away from the gate of the famous Ngorogoro Crater in the Serengeti National Park. A long 160km tarmac drive back to Ngurdoto Mountain Lodge for the night stop.

## **DAY 6**

### **CS 11 – 61.36 km (Day 5)**

CS7 repeated again, starts with 8 km of wide road with big jumps (Geoff Fielding's famous Porsche photo in 2007) the turns off into twisty in places. Caution through village then into very thick dust and rocky in places. Spectacular views of Mount Kilimanjaro behind you (unfortunately!) and Mount Meru on the left if clear. Then goes into very twisty, dusty, sandy surface and deep dust, very high centre where cars with low clearance must use their skid plate and lots of power. Then cross "Blomqvist 2003 river crossing" and continue through thick dust to the control. Caution very tricky navigation in

places and easy to get stuck in the thick dust. Renault Alpine killer stage as Erik Comas would say.

#### **CS12 – 88.40 km (Day 5)**

Across the Kenya –Tanzania border at Namanga. The section starts with a smooth winding road with many culverts which are jumps and some are still being repaired to km 35. Then wider road with stone corrugation and jumps continue to the end.

#### **CS 13– 79.74 km [Day 5]**

Fast and open from start with sweeping bends, lots of jumps then narrows after 41km and surface changes to soft and dusty but quite smooth- flat open plains that are very twisty in places. Some parts quite sandy and very thick volcanic dust for 8-10 km some dips and river crossings otherwise generally good surface.

All rally cars will be parked in the “Parc Ferme” at the Ol Tukai Lodge and the organizers will provide Shuttle services to the Serena Lodge and other lodges. Service cars may be driven to the Lodges.

Accommodation for the “Rest Day” will be at the Ol Tukai Lodge, Serena Lodge and Kilima Lodge. Please register at the desk in the arrival Parc Ferme at Ol Tukai to find out your accommodation Lodge – Game Viewing and Game Drives will be arranged by the organisers and a schedule will be published for the times of these drives.

### **DAY 6 – REST DAY AT AMBOSELI NATIONAL PARK**

Parc Ferme will be opened for service from 08h00 until 17h00. Time Penalties as per regulations will apply if the car is not returned to Parc Ferme by 17h00.

Service will be done in the football field just outside Ol Tukai Lodge. Please keep alert at all times for wild animals that frequent this area. In case animals do come here follow the instructions of the Game Rangers.

The time cards supplied must be used to check-out and check-in the vehicle out of the “Parc Ferme”. This may be done by the service crew. There is no penalty for late check-out and early check-in on this day. Penalties will apply for late check-in after 17h00.

### **DAY 7**

#### **CS14– 119.00km [Day 7]**

Leaving the Amboseli reserve drive slowly with care for animals. Starts narrow and twisty- good surface with some dips and dry river crossings fast in places and some sandy sections to km 22. After the village of Lengisan the road has been graded and is soft and dusty to km 47. Then good flowing road with high speed dips to km 70 and then a narrow twist road with many tree stumps and some deep maybe dry river crossings to km 100. Then fast flowing road to the end.

#### **CS 15– 45.20km [Day 7]**

Fast flowing good road surface with many jumps after km 18.

#### **CS 16 – 79.02 km [Day 7]**

Starts a little rocky downhill fairly fast in some places. Some jumps, downhill rocky descent 3km of very rough in the middle past Maasai villages. Twisty and very thick volcanic dusty section to the finish. Again use skid plate and power near the end.

### **DAY 8**

#### **CS17 – 65.64 km [Day 8]**

Starts with good flowing road. Then steep rough slowly downhill descent on escarpment into Rift Valley. Smooth twisty and sweeping bends occasional drifts, some rough river crossings and possible mud holes. Smooth sweeping road to finish- very slippery if wet for the last 10 km.

#### **CS18 – 149.04 km [Day 8]**

Starts with good flowing road climbing up the escarpment with good views of Lake Baringo to km 89 then high speed rocky road (very easy to puncture at speed) for the next 35 km with spectacular views of Mount Kenya and then smoother to the finish.

#### **CS19 – 41.70 km [Day 8]**

Fast to start with and then turns into narrow twisty farm roads. Little rocky in places. A lot of wild animals on this farm and in case of breakdown please stay with your car for there are many Buffalo around. To the passage control at km 24 and then twisty to the finish. This section is also very dusty and soft bust bowls when extremely dry.

## **DAY 9**

### **CS20 – 70.34km [Day 9]**

Twisty and very thick volcanic dusty section to start the first 10km. Some jumps, uphill rocky descent 3km of very rough in the middle. Finishes uphill, few bumps which and is fairly fast in some places.

### **CS 21– 114.38 km [Day 9]**

First 10 km is dead straight and very easy to puncture with small rocks. Then becomes twisty and fast. After 42km road widens and is faster but at km 47 is very thick dust with very high centre for only 5km so this part has to be driven with power and on the skid plate. In places you can drive on the sides on diversions which are harder, drive by looking carefully. After km 53 it becomes fast and flowing with high speed dips and jumps all the way to the end.

### **CS 22 – 50.45 km [Day 9]**

Starts fast, smooth, sweeping bends for 20km then little roughs and twisty and finally high speed straight road (watch for wild animals, mainly elephants) to finish.

## **DAY 10**

### **CS23 – 90.95km [Day10]**

Twisty hilly and narrow start then down into sisal plantations and thick forest area with many elephants until Km 28. Then high speed smooth road till km 59. Open fast road with some traffic till the finish.

### **CS24– 49.10km [Day 10]**

Twisty flowing section sandy in place. Many jumps.

### **CS25– 36.08km [Day 10]**

Twisty flowing section sandy in place. Many jumps and long river causeways. Nice way to end the rally. A little caution for traffic on the road.

Best regards,

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