



BULLETIN No. 1

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Advisory note to this Bulletin No. 1

The East African Safari Classic Rally 2011 (Safari Classic) event technical regulations respect FIA Appendix K.

In addition, in recognition of the unique challenge of the terrain that is the Safari Classic Rally, additional technical freedoms are permitted and listed in Appendix B of the event supplementary regulations.

Safari Classic has a long and challenging route and the organizers recognize that safety is the biggest priority. After each of the last two editions of the Rally, a “post event debrief” has been conducted by the organizers with the aim of developing the event to benefit all competitors.

During the last (January 2010) debrief a particular point of concern was raised regarding the strength and reliability of (some) manufacturers original suspension castings (stub axle, suspension knuckles or suspension upright). The point has been generally accepted and in response paragraph a. (as below) has been introduced as an additional freedom thus allowing optional parts to be used with design limitations.

The “intent and spirit” of this additional freedom is to improve safety standards, not vehicle performance.

Since the publication of the 2011 event Supplementary Regulations on the website, technical proposals have been received requesting “legality judgments” to be made by the Chief Scrutineer.

Some of the proposals have exceeded the spirit and intent of the new regulations and the “technical freedom principle agreement” as discussed during the post event debrief of January 2010.

Existing regulation Appendix B – Article 4.1 (o)

o) Front and rear stub axles and hubs must remain as designed in the period. For strength and to use bigger wheel bearings the size and material of the stub axle may be changed but not the design. The mounting of the suspension to the hub may be modified but such modification should not increase the suspension travel. The attachment of the strut casing to the hub/stub axle/upright must be in the same plane as envisaged by the manufacturer. The method of attachment may be changed from welding to bolting by the addition of lugs. Modifications like this must be presented to the scrutineer for approval”

To further clarify the text above the following text is added to the regulations

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Add the text to Article 4.1 (o)

1. The overall profile and shape and principle of a non original part should remain broadly similar to the part it replaces.



2. Section thicknesses may be increased (within reason) to add material to reinforce known weak areas and/or to fit a bigger wheel bearing for example. Extreme interpretations will be rejected
3. Original materials and manufacturing methodology may be changed for other materials and techniques. Therefore a casting can be replaced by a billet machined, fabricated or forged part.
4. The geometry of a replacement parts should remain as originally specified by the manufacturer, therefore non original parts must remain directly interchangeable with the period part it replaces, excepting the strut attachment method.
5. Wheel travel must not be increased through redesign or manufacturing alterations.
6. Brake calliper fixation, orientation and geometry should remain as per the original part and/or the homologated optional part it replaces.
7. Suspension arm connections between the upright/stub axle and suspension arm must remain dimensionally original. The rotational centre of the suspension arm outer joint(s) relative to the wheel/hub centre line must remain as per the manufacturers original part.
8. Strut attachment geometry must remain dimensionally original. Only the attachment method can be changed, so a “welded in unit with stub axle” (manufacturer original strut design) can be changed to a two piece “stub axle and strut with bolt attachments” design.
9. Plate materials may be mixed with cast materials to add lugs for strut fixings.
10. Design proposals for “revised optional” (new manufacture) parts or “modified period original” (modified original standard) parts **MUST BE SUBMITTED** to the scrutineer prior to use on the 2011 safari Classic event. The Chief Scrutineer will decide if design proposal “**respects the spirit and intent**” of the regulation.
11. Request submissions for optional part approval must include
 - Photographs of the original parts and a representation of the proposed revised part, drawings, solid model images or images of “mocked up” parts or similar are suggested.
 - Detail regarding the proposed manufacturing methodology
 - The original parts material and proposed new part material
 - The manufacturing methodology (i.e.casting, billet machined, forged, fabricated sheet etc)
 - A list of any revisions and/or changes compared to the original part
 - The Chief Scrutineer may request any other additional information he deems required before ruling on a request