



## **COMPETITORS INFORMATION No. 14**

**EAST AFRICAN SAFARI CLASSIC RALLY 2011**

**Date: 25<sup>th</sup> October 2011**

### **ROUTE DESCRIPTION AND CONDITIONS**

To All Competitors,

**The Clerk of Course and his team have just finished a complete check of the route and road book. The whole region is experiencing heavy rains and some roads have become so rough that at this late stage we had no alternative but to change parts of the route. Rains normally starts in November so there are chances that if these rains continue the event will be wet and slippery.**

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 – 90.27km [Day1]**

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 red soil with deep tracks in places and then becomes a narrow sandy twisty for 15 km through a small village of and then very fast famous Rukanga section till km 90 where the FF is when you enter a private farm over a cattle grid to the STOP 250m after. The first 15.60 km road section is on gravel through the sisal farm is a road section for the farm is working so beware of trucks & tractors. You must drive slowly through the farm.

### **CS 2 – 84.90 km [Day 1]**

The first 11 km is and fast and flowing smooth twisty along the Taita foothills, 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 37.94 when you turn right and road becomes very very narrow and if raining very slippery twisty downhill with dangerous drops to km 55.68 and after it opens to a wide smooth 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 almost all 58 years.

After this stage the long tarmac service section to Emali must be driven very carefully for very high volume of trucks and traffic.

### **CS3 – 115.92km [Day 1]**

Fast and open from start with many diverts on the old road, lots of jumps then narrows after 13 km and surface changes to quite smooth- flat open plains that are very twisty in places until km 32. Then a red soil road with many culvert jumps some dips and river crossings otherwise generally good surface until the village of Lengisam at Km57. Very fast over plains with wild animals until finish and goes around the outskirts of Amboseli National Park.



## **DAY 2**

### **CS4 – 111.90km - Day2**

The first 20 km is flowing smooth twisty along the Mt Kilimanjaro foothills, and then the road opens and a little twisty until km 48.72. Then for 5 km please be careful of traffic and turn off onto a narrow road at km 54. Then narrow and thick dust in places to the village of Tinga Tinga where you turn left. High speed road with thick volcanic dust and some rocks in places similar to the famous “Longido” section in 2009 and finishes with a wide road to finish.

### **CS5 – 142.72km [Day2]**

First 23 km are awesome! Could be a special stage in Finland. Twisty hairpin corners downhill and then at the bottom of the Rift Valley it is very fast road until Km 45. Then the big drifts start and you must exercise care in passing these drifts some of which are very steep until km 71. Then a very difficult to see turn left onto a dusty track on a dry lake bed with thick volcanic dust in places. Road is difficult to see in places but always stay on the main track until Km 95 where you join a wide main road. Then flat out 50km to the finish.

### **CS 6 – 37.70km [Day 2]**

Wide high speed smooth road for 12 km. Turns left onto a track difficult to see in places, navigation difficult here so be careful. Becomes rough and rocky for the last 5 km.

## **DAY 3**

### **CS 7 – 154.44 km[Day 3]**

First 10 km is slow, very rough, dusty with many culvert jumps and followed another 10 km of not so ruff, then after a generally rough typical African road to Km 46 and then many bumps dips then twisty up through hills, surface varying between rough and smooth to km 72. Then turn off right onto savannah type plains, narrow, twisty track, rough in places and tough navigation, 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.

### **CS8 – 38.80 km [Day 3]**

This section was last used in the East African Safari Rally in 1972 and then in 2009 for the first time.. 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. In 2009 this was wet and slippery uphill with a spectacular river crossing with deep water.

### **CS9 – 67.33 km [Day 3]**

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 5 km away from the gate of the famous Ngorogoro Crater in the Serengeti National Park. A long 145km tarmac drive back to Mount Meru Hotel for the night stop.



## **DAY 4**

### **CS10 - 124.00 km [Day 4]**

First 23 km are awesome a repeat of the road used on Day 2. It is so good we had use this part again! Could be a special stage in Finland as we said before. Twisty hairpin corners downhill and then at the bottom of the Rift Valley it is very fast road until Km 45 then over drifts. This time we turn right at km 48 and it is rough and dusty until km 75 when you join a main road. Then typical African bush road to the finish. This is one of the sections made rougher with recent rains.

### **CS11 – 87.20 km (Day 4)**

Across the Kenya –Tanzania border at Namanga. The section starts with a smooth winding road with a rocky downhill section to Km 20. Then wider road with stone corrugation and jumps continue to Km 52. Then twisty with many jumps over culverts to the end.

### **CS 12 – 112.54 km[Day 4]**

Fast and open from start with sweeping bends, lots of jumps then sandy river crossing at km 32 and surface changes to rough red soil (very slippery if wet) to the big main road at Km 53. Then quite smooth flat open plains that are very twisty in places to turn right at km 65. Then very fast some dips and river crossings otherwise generally good surface to Lengisam to a tricky junction at Km96 (famous Gerard Marcy's junction in 2007) then a narrow track through bushes with many wild animals to the end at Amboseli Gate. No service on this day so time to relax.

All rally cars will be parked in the “Parc Ferme” at the OI 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 OI Tukai Lodge, Serena Lodge and Kibo Lodge. Please register at the desk in the arrival Parc Ferme at OI 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 5 – 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 OI Tukai Lodge. Please keep alert at all times for wild animals that frequent this area especially baboons. In case animals like elephants do come here follow the instructions of the Game Rangers. These are wild animals so be careful.

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 6**

### **CS13 –109.45km [Day6]**

Leaving the Amboseli reserve drive slowly watch 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 Lengisam (for the third time). Then good flowing road with high speed dips to km 57 and then a very narrow twisty road with a big river crossings and a patch of very rough rocky drifts for 5km from km80. Then joins a newly graded road at km 90 and flat out to the end.



#### **CS 14 – 48.72km [Day 6]**

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

#### **CS 15 – 59.41km [Day 6]**

Starts a little rocky downhill fairly fast in some places. Some jumps, then very rough and rocky from km 13 to km 22 and then faster till km 46. After it is rougher and enters the thick dust for the last 10 km. A very tough section, so drive this section with care.

## **DAY 7**

#### **CS 16 – 66.62 km [Day 7]**

Starts with good flowing road with some rocky and rough patches. Then a descent smooth twisty and sweeping bends occasional drifts and rocky downhill short stretches. Turn right at Km 29 with some rough river crossings and rocky graded road to the end.

#### **CS17 – 115.35 km [Day 7]**

Starts with good flowing road climbing up the escarpment with good views of Lake Baringo to km 48 then a narrow rocky road (very easy to puncture at speed) until Km83. Then very rocky and rough for 7 km, must drive with care, followed by rough in black cotton soil before the river. Cross a big river at Km 92 and then fast with rocky patches to the end.

#### **CS18 – 84.30 km [Day 7]**

Fairly flat to start, slippery if wet, many drifts and culverts, some rocky. Major long river crossing (firm base) through Flouspar mining area, flat and fast for 8 Km then twisty and rocky uphill to Km 41 and turn right onto a narrower road. This climbs steep uphill via grassy tracks and steep climbs to altitude 2300m. Then over "God's Bridge" a very narrow man made passage with thousands of metres drop on both sides. Then past Sirwa to a very slippery if wet road to the end with some very steep downhill and steep uphill sections. This section is a classic Safari section and should be driven with care.

## **DAY 8**

#### **CS19 – 49.75 km [Day8]**

Twisty and very thick volcanic dusty section to start the first 10 km and difficult navigation on tracks. Some jumps, uphill rocky ascent 10km of very rough near the end. Finishes uphill, few bumps which and is fairly fast in some places. Being a Sunday morning Nairobi spectators will be out to watch so take care of spectator cars.

#### **CS20A – 2.57 km [Day8]**

This section was one full section inclusive of the spectator stage but due to the rains we had to change the section and start the competitive of the next section 60km away for the rains had washed out the road.

On arrival at the spectator stage after a service the cars will be held in Parc Ferme for about 90 minutes. Then the cars start the spectator stage by doing two loops in the quarry before exiting the quarry still competitive and joining the section which is "black cotton" sticky if wet. Note there will be a penalty for those who do not complete two loops of the quarry.

#### **CS20 – 99.07km [Day8]**

Up to 14 km road twisty and nice section and is faster but at km 60 is rough and thick dust (This section was very rough in 2009 but is a little better now, famous for Geoff Bell hitting a tree) After



km 77 it becomes fast and flowing with high speed dips and jumps all the way to the end. Then the Service Section is a very long tarmac drive to Voi with much traffic and trucks. Exercise great care.

**CS21 – 36.23km [Day 8]**

Very twisty fast section with jumps and ditches to catch one out. Short section before the rest halt.

## **DAY 9**

**CS 22 – 27.00 km [Day 9]**

The first 11 km is and fast and flowing smooth twisty along the Taita foothills, and then narrow road continues with a steep uphill climb and very twisty road to halfway at km 27.

The last 15.60 km of the next road section on gravel through the sisal farm is a road section for the farm is working so beware of trucks & tractors. You must drive slowly through the farm.

**CS23 – 85.65km [Day9]**

Reverse of the 1<sup>st</sup> section of the rally with a small twist in the centre to catch out sleeping co-drivers. 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 red soil with deep tracks in places and then becomes a narrow sandy twisty for 15 km through a small village of and then very fast km 90 where the FF.

**CS24 – 44.69km [Day 9]**

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

Best regards,

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