

The World's Greatest Classic Rally
19th – 28th November 2011

1



EAST AFRICAN SAFARI CLASSIC RALLY
SUPPLEMENTARY REGULATIONS
19th – 28th November 2011

1. PROGRAM

OPENING DATE OF ENTRIES	: 1 st April 2010
CLOSING DATE OF ENTRIES	: 15 th October 2011
PUBLICATION OF ORDER OF START	: 19 th October 2011 (or earlier)
DOCUMENTATION	: 14 th – 19 st November 2011 from 09h00 to 17.00
SCRUTINEERING	: Friday 18 th November 2011 from 09h00 to 17h00 : Sat 19 th November 2011 from 08h00 – 12h00
CEREMONIAL START OF RALLY	: Saturday 19 th November 2011 at 15h00
DRIVERS BREIFING	: Saturday 19 th November 2011 at 17h00 at Baraza Conference Room, Whitesands Hotel
WELCOME PARTY	: Saturday 19 th November 2011 at 18h30
START OF MAIN RALLY	: Sunday 20 th November 2011 at 06h00
FINISH OF RALLY	: Monday 28 th November 2011 from approx.14h00
PUBLICATION OF RESULTS	: Monday 28 th November 2011 at 17h00
PRIZE GIVING	: Monday 28 th November 2011 at 19h00
OFFICIAL NOTICE BOARD	: At Rally Headquarters

The World's Greatest Classic Rally

19th – 28th November 2011

2

1. DEFINITION OF THE EVENT

- 1.1 East African Safari Rally Ltd is the organiser of the 2011 Kenya Airways East African Safari Classic Rally that is inscribed in the FIA international events list.
- 1.2 The event is organised in compliance with 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. In the event an item is not covered by these regulations then the FIA Appendix K for Historic Rallies are valid as the regulation for this event.
- 1.3 The organisers have the right to cancel or postpone the event or any part thereof should circumstances arise which make such action necessary.

2. ORGANISATION

Name of Rally : Kenya Airways East African Safari Classic Rally 2011

KMSF of Kenya Permit No : TBA

AA of Tanzania Permit No: : TBA

2.1 Organising Committee

Chairman & Event Director : Surinder Thatthi
Director : Raju Kishinani
Rally Manager : Ashok Bhalla
Secretary : Rushmi Bowry
Administration : Henriette Jooste

Address of Secretariat: East African Safari Rally Ltd
P.O. Box 14910
Nairobi 00800, Kenya.
Tel: (+254-20-) 4450030
Fax: (+254-20-) 4450050
E-mail: info@eastafricansafarirally.com
Website: www.eastafricansafarirally.com

2.2 Officials of the Rally :

Rally Steward : TBA
Rally Steward : TBA

Clerk of the Course : Surinder Thatthi
Deputy Clerk of Course : Mike Summerfield
Deputy Clerk of Course : Richard Leeke
Competitors Relations Officer : Jan Thoenes
Rally Manager : Ashok Bhalla

Chief Medical Officer : Dr. Harjinder Chaggar
Chief Security Officer : Dali Kalsi
Chief Scrutineer : Karl-Heinz Goldstein
Asst. Scrutineer : Wolfgang and Thomas Schneider
Asst. Scrutineer : Devina Seipp
Secretary of Meeting : Rushmi Bowry

East African Safari Rally Ltd. P.O. Box 14910 Nairobi 00800, Kenya.
Tel: 020-4450030 Fax: 020-4450050,
E-mail: info@eastafricansafarirally.com (www.eastafricansafarirally.com)

The World's Greatest Classic Rally

3

19th – 28th November 2011

Results Coordinator	: Willie Du Plessis
Press Officer	: John Davenport (UK)
Asst. Press Officer	: Francesca Davenport (UK)
Local Press Officer	: Abdul Sidi
Accommodation Coordinator	: Rushmi Bowry
Service Supervisor	: Raju Chaggar & Pavi Panesar : Any senior official of the event
3 Day Advance Car	: Frans Jooste
Route Openers	: Raju Chaggar
Sweepers	: Margaret Lead, Peter & Richard Manger : Hans Seipp & Wolfgang Schneider

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.
- 3.5 The organisers reserve the right to decline an entry into the event.

4. DESCRIPTION OF ROUTE

- 4.1 The event will start and finish in Mombasa, coastal city in Kenya and cover a total distance of approximately 4100 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 may be established to ensure compliance.

5. ELIGIBLE CARS AND CLASSES

5.1 All types of motor vehicles built before 31st December 1975 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 1975 is mechanically and bodily identical to that manufactured prior to this date its body will be considered eligible subject to it being manufactured prior

The World's Greatest Classic Rally

19th – 28th November 2011

4

to 31st December 1979. The onus is on the competitor to prove the specification of the vehicle is the same as that manufactured before 31st December 1975. (Note: This rule is only to allow the search for better old car body shells which are difficult to find)

More technical 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.

6.4 SCRUTINEERING

6.4.1 Scrutineering will take place at pre-allocated times on 18th November 2011 from 9 am to 5 pm and 19th November 2009 from 8am to 12 noon.

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

7. ENTRY FORM - ENTRIES

7.1 Entries will open on 1st April 2010 and close on 15th October 2011.

7.2 Entries can be sent 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 and / or any other documentation required to prove the validity of any modification used in the car to show this was from that period.

7.5 Late entries may be accepted after the closing date of 15th October 2011 with the approval of the Stewards.

8. FEES - INSURANCE

8.1 Sum of Fees for the event is as follows:

1. INTERNATIONAL ENTRY : **US\$ 34,000.00**
(Inclusive Sea Freight / 2 Air tickets and two rooms hotel accommodation)

East African Safari Rally Ltd. P.O. Box 14910 Nairobi 00800, Kenya.
Tel: 020-4450030 Fax: 020-4450050,
E-mail: info@eastaficansafarirally.com (www.eastafricansafarirally.com)

The World's Greatest Classic Rally

5

19th – 28th November 2011

2. LOCAL ENTRY : **US\$ 15,000.00**
Only for residents of Kenya, Uganda and Tanzania.
Inclusive of one double hotel room for driver and co-driver only.

*** Note: All the above entry fees are based on the quotations of shipping and air tickets given to us for the 2011 dates. Please be advised that due to the trend of rising prices and varying currency values these published prices are subject to an surcharge if there is a serious fluctuation in currency values.**

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

a. FOR INTERNATIONAL ENTRY + SHIP, 2 AIR TICKETS & TWO ROOMS ACCOMODATION

- a) Upon application/registration : **US\$ 3000.00**
b) By 1st November 2010 : **US\$ 7750.00**
c) By 1st February 2011 : **US\$ 7750.00**
d) By 1st May 2011 : **US\$ 7750.00**
e) By 1st August 2011 : **US\$ 7750.00**

b. FOR LOCAL ENTRY FEES + ONE ROOM ACCOMODATION

This entry is only for those residents in Kenya, Uganda and Tanzania.
(With one double room accommodation)

- a) Upon application/registration : **US\$ 3000.00**
b) By 1st November 2010 : **US\$ 3000.00**
c) By 1st February 2011 : **US\$ 3000.00**
d) By 1st May 2011 : **US\$ 3000.00**
e) By 1st August 2011 : **US\$ 3000.00**

8.2 Entry application will only be accepted if accompanied by the compulsory documentation fee of **US\$ 3000** which is non-refundable. Details of the bank and account for the transfer of entry fees will be on the invoice received once the entry form is submitted.

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

8.4 The organisers may permit the change of Crew from those nominated on the entry form at any time with the written permission of the Clerk of Course.

8.5 The car nominated on the entry form may only be changed before the event starts with the permission of the Stewards.

8.6 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.

8.7 Manufacturers and Club Teams of not less than 3 and not more than five cars may enter on payment US\$ 100 (or any equivalent currency) 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.

8.8 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

East African Safari Rally Ltd. P.O. Box 14910 Nairobi 00800, Kenya.
Tel: 020-4450030 Fax: 020-4450050,
E-mail: info@eastaficansafarirally.com (www.eastafricansafarirally.com)

The World's Greatest Classic Rally

6

19th – 28th November 2011

- b) Withdrawal before 1st November 2010 – 100% of the fees already paid
- c) Withdrawal before 1st March 2011 – 75% of the fees paid
- d) Withdrawal before 1st June 2011 – 50% of Fees paid
- e) Withdrawal before 1st August 2011 – 25% of the fees paid
- f) Withdrawal after 1st August 2011 – no refund.

In case the event is cancelled by the organisers entry fees paid will be refunded in full minus the administration fee of **US\$ 1500.00**

8.9 International Entries - The entry fee will include the following:

- a) One twin bed hotel room for two nights 18th & 19th November 2011 in Mombasa at the rally hotel and two nights after the event for the 28th & 29th November 2011 in Mombasa on a half board basis and including one twin bedded room on half board basis at all night stops of the rally.
- b) Accommodation during the rally in one twin bedded room on half board basis, for driver and co-driver.
- c) Unloading, customs clearance (in Mombasa only), delivery of containers in Mombasa to a secure yard, provision of containers after the rally in Mombasa and shipping to and from selected ports in Europe (surcharges for USA and Australia) for only the competing vehicle, its spare parts and tyres in a 20ft container is included in the entry fees. Note fee for customs bond on temporary import of spare parts not on a carnet is charged as an extra.
- d) Border clearance at all national borders during the rally.
- e) 2 return economy class air tickets to Mombasa from selected cities in Europe (USA & Australia subject to additional surcharges)
- 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 any off-loading, 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 (triple) for service crew for two nights 18th & 19th November 2011 in Mombasa at the rally hotel and two nights after the event for the 28th & 29th November 2011 and also for all the night stops during the event on half board basis. This accommodation may not be at the same hotel as competitors. This is only for international entries. A local entry with accommodation is only for the drivers in one double room and no accommodation for the service crew.
- o) Park entry fees for driver, co-driver and rally car only. Service crew pay their park entry fees and also their cars charges, which will be collected in Mombasa during signing on or earlier.

The World's Greatest Classic Rally

19th – 28th November 2011

7

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

The entry fee will include the following:

- a) One twin bed hotel room for two nights 18th & 19th November 2011 in Mombasa at the rally hotel and two nights after the event for the 28th & 29th November 2011 in Mombasa on a half board basis and including one twin bedded room on half board basis at all night stops of the rally.
- b) Border clearance at the national 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 crews.
- f) Park entry fees for driver and co-driver and rally car only. Service crew pay their park entry fees and also their cars charges.

8.10 The competitors are responsible for payment of any extras like drinks, telephone calls etc at any of the event night stop over 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 around the route which has been booked and paid for by the organisers if they wish to follow the rally.

Note: The organisers will not pay for any extra accommodation other than the planned rally night stops and the two nights at the end of the rally. If a competitor retires and goes back to Mombasa then he is responsible for the payment of any accommodation in Mombasa.

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

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 18th / 19th November 2011.

9. INTERPRETATION OF REGULATIONS AND THEIR AMENDMENTS

9.1 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 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.

East African Safari Rally Ltd. P.O. Box 14910 Nairobi 00800, Kenya.
Tel: 020-4450030 Fax: 020-4450050,
E-mail: info@eastaficansafarirally.com (www.eastafricansafarirally.com)

The World's Greatest Classic Rally

19th – 28th November 2011

8

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 organiser's compulsory 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.
- d) Anyone not wishing to carry any organisers advertising except the compulsory 3 Rally numbers and 2 rally bonnet and boot plates must pay an increased entry fee of **US\$ 3000** to the organizers, before Scrutineering.
- e) 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 unless specifically allowed by the organisers. Pre-event cars sent To check the route are also strictly forbidden.

11.5.1 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 **TYRES:** The maximum number of tyres permitted per rally car is 36 tyres. The organisers may use some form of tyre marking to ensure this regulation is followed. Studded tyres or slicks are not permitted. The maximum diameter of the tyre must not exceed 670 mm and only rally type tyres are permitted.

11.7 **FUEL:** Fuel must conform to normal pump fuel as available in Kenya and Tanzania. Octane enhancers are permitted. AVGAS is not permitted and competitor using AVGAS and transporting

The World's Greatest Classic Rally

19th – 28th November 2011

9

AVGAS will be excluded.

11.8 Radio: All entrants using VHF or HF radios must have the necessary radio licence for their radios from each of the two countries Kenya and Tanzania. Cellular and satellite phone communication is permitted.

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. No private competitor or spectator is permitted to use a helicopter for any purpose without the express permission of the organisers and must comply with the helicopter regulations of the organisers.

12. RUNNING OF THE RALLY

12.1 Official time for the Rally will be GPS time.

12.2 SCRUTINEERING

Scrutineering will take place at the Rally Hotel in Mombasa, Kenya on the 18th and 19th November 2011 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 scrutineer's 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.

All Roads Books for the full event will only be issued on Friday 18th November 2011 at the Rally HQ as from 08h30 in the morning.

- 2) At the start each competitor will be given a set of 'Time Card Books' 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 books and the penalty for loss of the time card book may be exclusion. Any amendment or correction in these books may only be carried out by an official of the event and may result in exclusion if not done by an official.
- 3) Any form of advance car checking the road book for any competitor is forbidden and the organisers will have special checks along the route in advance for this. The competitor who arranges this advance checking will be excluded.

12.5 Overnight stops

East African Safari Rally Ltd. P.O. Box 14910 Nairobi 00800, Kenya.
Tel: 020-4450030 Fax: 020-4450050,
E-mail: info@eastafricansafarirally.com (www.eastafricansafarirally.com)

Every night there will be 'parc ferme' enforced at all overnight stops. The organizers will arrange an area for this parc ferme and there will be a penalty (see Article 13) for not reporting to the Parc Ferme at your due time.

12.5.1 During the rest day in the Amboseli "Parc Ferme" will be open for crews to withdraw the car and service only from 08h00 to 17h00 only and non-compliance with this regulation will be reported to the Stewards and the penalty may go as far as exclusion.

12.5.2 At the end of every day's competition there will be a maximum of two hours allowed for service and the penalties as in the regulations for late arrival into Parc Ferme will apply. There is no penalty for early check in into Parc Ferme.

12.5.3 A member of the service crew may move the competing car from the Holding Area into the Service area and from the Service Area to the Parc Ferme BUT must ensure that all control procedures are completed with the time card.

12.5.4 **Early check-out from a holding area** is permitted without penalty but the time out must be the actual time out and not the intended time out.

12.6 Running of the event: Controls and Timing Penalties

- 1) The route will be divided into three types of sections – road, service and competitive sections.
- 2) FIA type signs will identify all controls.
- 3) The stopping time at a time control must not be more than necessary for completing the control operations. Any car that does not start in the control area must be pushed out immediately.
- 4) The car and crew must visit the control in the right direction and approaching the control from any other direction will not be considered as proper passage resulting in a penalty as in Section 13. It is forbidden to reverse in a control area and offenders will be reported to the Clerk of Course.
- 5) 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 lateness or at 18h30 which ever is earlier. The Clerk of Course retains the authority to modify these times by bulletin should the need arise. Additionally, 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. All controls will close by 18h45 at the latest so as not go into darkness of night. Any crew arriving at a control after their maximum lateness has expired, or after the control has closed will be penalised as laid down in Section 13.
- 6) There will be no penalty for early arrival at the final control or regroup control of any day.
- 7) Penalties for early and late arrival at any other control are as follows:

For road sections as follows:-	1 minute per minute late.
	2 minutes per minute early
For Competitive sections:-	The time taken in Hours : minutes : seconds
- 8) Passage controls may be established to ensure the right passage. And crews are obliged to get the stamp of the passage controller. If a stamp is missing then the crew will be subject to a penalty as laid down in these regulations in Section 13.

The World's Greatest Classic Rally
19th – 28th November 2011

11

- 9) There is a maximum running time between 'cut-off' points which a competitor must achieve. A competitor may miss sections or days as defined in Article 12.8
- 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.
- 11) Holding Areas: The organizers will establish "Holding Areas" at suitable locations along the route and at the final control of each day. These holding areas will operate under Parc Ferme rules. Cars will be held within this area for an allocated "Target Time". Such controls are not regrouping controls. Holding Areas are established primarily to allow the service vehicles to move forward along the route and for Service Cars to catch up at the end of the day. At the end of the day early check-out of the Holding Area is permitted without penalty if the service crews have arrived and are ready to work. The time out given must be the actual time out and not the intended time out.

Penalties for early or late arrival will be the same as laid out in Articles 12.6 (7) and Article 13 for road sections.

At the end of the Day members of designated service crew wearing a Tabard with the number of the car in question are permitted to check out their vehicle from a holding area on its due time or earlier without penalty but the time recorded must be the actual time out. A vehicle maybe pushed out of the holding area if required.

12.7 Service

- 1) Competitor may have a maximum of one (1) Service car and one (1) Management car which must be registered with the organisers by filling out the "service registration form" Competitors may nominate a maximum of three (3) mechanics in these two vehicles.

Any other person or drivers of the service/management cars may not carry out any form of work on the competing cars. The Service car and mechanics registration must be completed prior to scrutineering.
- 2) The Management car which must be registered with the organisers is only permitted to carry the following equipment:
 - 1) Maximum of 80 litres of fuel
 - 2) maximum of 10 spare wheels (Tyres mounted on rims)
 - 3) A tool kit
 - 4) Small trolley jack and two axle stands.
 - 5) Food, drink and luggage for the competitors
Management cars may be inspected by senior officials and Service supervisors and if found carrying any spare parts (however small) will be penalised as per Article 13.10 of these regulations. The registered mechanic(s) in a Management car may only use spare parts, oils and water that are carried in the rally cars only. Management vehicles may be asked to park outside the main service areas if there is not enough space in the service area.
- 3) It is compulsory that the three (3) nominated mechanics are only transported in the registered service and / or management vehicle.
- 4) A road book for service vehicles will be issued and service points will be advised on 14th November 2011
- 5) These service points are the only places where pre-planned service can be carried out by the service crew to the rally car.

The World's Greatest Classic Rally
19th – 28th November 2011

12

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 may go as far as exclusion of the competitor responsible for the service crew.

- 6) The use of incidental wayside service stations or garages and their staff (not pre-planned service crew or mechanics), on rally route by competitors is allowed. Service crews and Management cars must only service at the designated official service points.
- 7) Competitors are deemed to be responsible for the actions/behaviour of their service crew.
- 8) Use of any other Cars:
Vehicles carrying family, well wishers, wives 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. If such vehicle is seen to be carrying spare parts, tyres or any equipment then the relevant competitor will be penalised as per Article 13.10
- 9) It is not permitted to use an additional vehicle like a truck to carry spare parts and tyres during the event. All the spares and tyres required must be carried in the service car or management car.
- 10) The maximum number of axles on a service vehicle must not exceed three (3). This is to limit the size of the service cars.

11) **Mechanics Identification**

The organizers will issue three Tabards (Vests) with the rally vehicles Car No prominently displayed. These tabards must be worn by the three mechanics while working on the respective rally car any time during the rally at a Service point or otherwise.

It is NOT compulsory that the three mechanics are those nominated on the vehicles service registration form BUT the mechanics working on the rally car must be officially registered (nominated) mechanics with the organizers of the rally (identified by the wrist bands supplied).

Competitors are reminded that a maximum of three mechanics are permitted to work on any vehicle at one time.

Failure to comply with this regulation will result in Penalties as laid out in Article 13.10

12) **Service Supervisors**

The organizers will appoint persons with the designation of "Service Supervisors" and such persons are deemed to be Judges of Fact. Their duties will be to monitor all service areas to ensure that the events service regulations are being complied with. They will report all infringement to the Clerk of Course who will apply the laid out penalties.

13) **Service Zones**

At all rest halts during the event an imaginary "Service Zone" of 300m meters circular area around the Parc Ferme for that evening is created.

All vehicles entered in the event must be serviced and repaired within this Service Zone. Non-compliance will be reported to the Stewards for action.

19th – 28th November 2011

Should any vehicle need repairs which require outside equipment then the entrant may make an application to the Clerk of Course or any Deputy Clerk of Course for specific permission to remove the vehicle from the "Service Zone" which must be obtained in writing.

14) **Service Time Allowed**

At the end of every day's competition there will be a maximum of two hours allowed for service and the penalties as in the regulations for late arrival into Parc Ferme will apply. There is no penalty for early check in into any end of the day Parc Ferme.

15) **Retirement from the Rally:**

Upon retirement from the rally the entrants registered service car, management car and three registered service crew must also retire and are not permitted to continue with the event to service others. The 3 service crew members must surrender their identification wrist bands to an event official. It is permitted to change a service vehicle or mechanic with another still in the event with the approval in writing of the Clerk of Course. Any infringement of this regulation will result in the application of penalties in Article 13.10 to the crew benefiting from the help of the retired crew and will be reported to the Stewards for further action.

12.8 Maximum Running Time and Missing of Sections or full 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 a Maximum of 4 full days collectively or individually with penalties as specified in these regulations under Section 13 and still re-join the rally. Any driver exceeding 4 days will not be classified.

Drivers are also permitted to miss any competitive section for the penalty as laid down in these regulations in Section 13.

12.9 Accidents

However minor must be reported to the Clerk of the Course.

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

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

19th – 28th November 2011

13.3 Late arrival into Parc Ferme	1 min per minute
13.4 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. He must have started the day to miss any sections. If he does not start the day then he misses the full day)	90 minutes + the time allowed of the comp. section (estimated from Time Itinerary)
13.5 Alteration to Time Card	120 min + Stewards Decision
13.6 Speeding (1st Offence)	Fine GBP 50
Speeding (2nd Offence)	5 minutes
Speeding (3rd Offence)	60 minutes
13.7 Entering a Control from the wrong direction	As per 13.4
13.8 Missing stamp or sign on Time Card	As per 13.4
13.9 Loss of Time Card or Scrutineering card	Maybe Exclusion
13.10 Missing the whole day	300 minutes per day Plus the time allowed of the comp. sections (estimated from Time Itinerary)
13.11 Service infringement:	
1st Offence	5 minutes
2nd Offence	15 minutes
3rd Offence	60 minutes
4th Offence	Maybe exclusion
13.12 Any form of pre-rally recce of the route by an competitor/entrant or his agents or the finding of any form of pace-notes in a competitors possession	Definite Exclusion

14. Protests - Appeals.

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

14.2 The Protest fee is set at US\$ 300 payable in cash (or equivalent amount in another currency) at the time of handing in the protest in writing to the Clerk of Course and all protests must be made in writing. The protest can be handed in at any time during the rally.

14.3 If the protest involves the dismantling of another competitor's car the claimant must pay an additional deposit of US\$ 2000 (or equivalent amount in another currency)

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.

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. Any inquiry on the times of these results can be made in

writing to the Clerk of Course preferably by the next evening.

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. At the start line after the countdown the competitor must drive away from the start line within 20 seconds or is excluded from the section.

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

The World's Greatest Classic Rally
19th – 28th November 2011

16

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	11:43:02	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. Target Time 00:38
TC 2 B	1221	Time Control – Regroup IN 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 2C out time will be allocated at TC 2B.
TC 2 C	1241	Restart from Regroup at the out time given by the official

19th – 28th November 2011

You may check in early at TC 2D, 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
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

FIA Appendix K technical regulations apply to this event with the additional freedom as stated in this Appendix B of the events Supplementary Regulations.

1. TYPES OF CARS ALLOWED IN THE EVENT

Cars allowed to enter the 2011 East African Safari Classic Rally are, any passenger vehicle manufactured before 31st December 1975, with not more than 6 seats including the estate car derivative.

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

Where a vehicle whose body is manufactured after 31st December 1975 but 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 1979. The onus is on the competitor to prove the specification of the vehicle is the same as that of the model built before 31st December 1975.

Where a modification was homologated on a vehicle within the period specified by the manufacturer 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.

2. SAFETY REQUIREMENTS FOR ALL CARS

2.1 All vehicles in the main rally event must be fitted with a roll cage. 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.

2.2 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.

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

Also the vehicle must be fitted with a fireproof bulkhead or container to current FIA Standards between the fuel tank and the crew compartment capable of preventing the passage of the flame and fluid. Where fuel tank and/or fuel pumps are mounted within the bodywork a drain hole and hose of no less than 20mm diameter must be present to evacuate any leaked fuel in the case of unforeseen tank failure or leakage. Fuel tanks mounted to the underside of the vehicle only require a venting hole drilled through at the lowest point in protection guards if fitted.

2.4 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.

The World's Greatest Classic Rally

19th – 28th November 2011

19

- 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 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.

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

2.6 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.

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

3. BODY MODIFICATIONS

3.1 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 has homologated them before 31st December 1975. Proof of homologation is the responsibility of the competitor if requested.

Easing of the wheel arch to accommodate the permitted wheel / tyre size and type is not encouraged and individual cases must be authorised by the scrutineer.

3.2 Extra roof vents and exhaust vents for passenger compartment are allowed.

3.3 Vehicles must have mud flaps of stout material behind the rear wheels and driven wheels as a minimum. The mud flaps must cover the tyres from the rear and must be a maximum of 7cms above the ground.

3.4 Vehicles must be fitted with a windscreen of laminated glass. All other windows must be as original except for those noted below.

For reasons of safety side and rear windows only maybe be changed to Perspex or plastic window. Plastic windows must be as per FIA Appendix K - Article 13.2 which permits the replacement of the rear window as well with a clear rigid transparent material of at least 5mm thick.

3.5 Animal catchers and 'roo' bars are permitted.

3.6 Jump plates and jump straps or holders are permitted.

4. MECHANICAL MODIFICATIONS

4.1 ENGINE, GEARBOX, BRAKES, EXHAUSTS AND AXLES

East African Safari Rally Ltd. P.O. Box 14910 Nairobi 00800, Kenya.
Tel: 020-4450030 Fax: 020-4450050,
E-mail: info@eastafricansafarirally.com (www.eastafricansafarirally.com)

The World's Greatest Classic Rally

19th – 28th November 2011

20

The engine must be that originally specified for the car by the manufacturer or an engine homologated as an option before 31st December 1975.

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 31.12.1975

Engine capacity is restricted to the manufacturer's specification for cars produced before 31st December 1975 or homologated option before that date.

Engine overbore beyond 60 thousandths of an inch over the manufacturers standard specification will not be allowed.

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

The following lists of specific modifications are to be adhered to:

- a. Engine 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: Induction is free but must respect period designs and technologies. Fuel injection systems must be run with period management systems and any modern ECU (electronic control unit) within period "look" casings are not permitted. Period ECU's must retain their original input and output functions and evidence of such fuel injection systems, component parts and their technical composition must be produced to the scrutineer.
- d. The mechanical method of coil discharge triggering within a distributor i.e. points and condenser may be changed and converted to an electronic one. The original distributor housing may be changed but the distributor must retain its original function and location.
- e. Electronic ignition conversions (ECU's) that are 'programmed' or 'mapped' and use of external sensors to the distributor as a means of triggering are not permitted.
- f. It is forbidden to fit O2 or Lambda sensors in the exhaust manifold with dashboard read outs.
- g. Unless the Homologation Papers show / or evidence and "proof of period use" does not exist then the following items are **NOT** Permitted:
 - The use of additional sensors in/on the engine, air intake, exhaust systems or manifolds.
 - 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 transmit information or data regarding the engine, gearbox or diff performance.
 - 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.

- h. The gearbox casing and number of gears must be those specified and fitted to the car before 31st December 1975 or those, which have been homologated for competition before that date. Gearbox ratios and gear material types are free. The bell housing maybe substituted or modified. Gearbox oil cooler may be added within the bodywork.
- i. Axles, axle ratios and axle mountings on the axle side and not the body side are free and may be fitted with limited slip differentials. Mounting of the axle onto the body must be as homologated or as original during the period. Acceptable period evidence of the axle mounting should be produced by the competitor.
- j. Brakes are free and maybe changed for metal disks from drums. Carbon fibre or other composite brakes are not permitted.
- k. Exhaust systems are free.
- l. Wheels and tyres: The size of the tyres maybe changed. Only rally tyres to a maximum size of 15 inches rim size and a maximum tyre diameter of 670 mm. Off-road or Cross country type tyres, racing tyres and slicks are not permitted.
- m. Additional spare wheels may be mounted outside the car completely but are not permitted to protrude from the silhouette of the body of the car.
- n. Protection guards on the gearbox and differentials are permitted and recommended.
- 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.
- p. Gearbox and differential oil coolers are permitted provided that they are housed within the original bodywork and do not change the original profile of the car.

5. SUSPENSION

The basic design and operating principal of the suspension must remain as the homologated or standard vehicle of the period before 31st December 1975 i.e live axle, double wishbone, MacPherson strut etc.

The original chassis pick points must be respected and the mounting location points must be the original rotational centres with a tolerance of +/- 10mm. Rubber bushes may be replaced by larger or smaller diameter parts, rod ends or uniballs. Mounting bolts size maybe changed.

Due to the nature of the event strengthening of pressed steel suspension components are permitted but such reinforcements must follow the original profile of the component. Such original components may not be replaced with alternative fabricated parts (tubular frame parts)

Springs and shock absorbers (including coil over springs) are free however the type (e.g. leaf or coil) must be as original.

Sway bars may be added or increased in size or removed. Check straps for extension are permitted.

Twin shock absorbers are not permitted.

6. WEIGHT

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

7. SPARE WHEELS

Mounting of the second spare wheel is permitted outside the car on special mounting brackets which must be deemed safe by our scrutineer. Such a mounted wheel is not allowed to protrude outside the original body work of the car and the car's original profile must remain the same. The spare wheel must either be carried in the car or outside the car. Not half way between these two.

APPENDIX C

ADVERTISING APPENDIX

East African Safari Rally Ltd. P.O. Box 14910 Nairobi 00800, Kenya.
Tel: 020-4450030 Fax: 020-4450050,
E-mail: info@eastafricansafarirally.com (www.eastafricansafarirally.com)

The World's Greatest Classic Rally
19th - 28th November 2011

1. Location of Compulsory stickers and their position on the rally car.
2. Location of the Bonnet and Boot Plate is as per the diagrams below and no other location will be accepted
3. Stickers must not be cut or defaced in any way before attaching onto the rally car.

