



28th June 2016

EVENT REGULATIONS

EVENT PROGRAMME

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| OPENING DATE OF ENTRIES | : 1 st August 2016 |
| CLOSING DATE OF ENTRIES | : 9 th October 2017 |
| PUBLICATION OF LIST OF ENTRIES | : 17 th October 2017 |
| PUBLICATION OF PROVISIONAL ORDER OF START | : 24 th October 2017 (or earlier) |
| DOCUMENTATION | : Sunday, 19 th November 2017 – Start from 10h00 to 16h00 20 th / 21 st from 08h00 to 16h30 22 nd from 08h00 to 11h00 |
| SCRUTINEERING | : Sunday, 19 th and Monday, 20 th Pre-arranged scrutineering at venues away from Whitesands Hotel : Tuesday, 21 st November 2017 from 08h00 to 17h00 : Wednesday, 22 nd November 2017 from 08h00 – 11h00 |
| DRIVERS BRIEFING | : Wednesday, 22 nd November 2017 at 15h00 at Baraza Conference Room, Whitesands Hotel |
| WELCOME PARTY | : Wednesday, 22 nd November 2017 at 19h00 |
| START OF RALLY | : Thursday, 23 rd November 2017 at 07.00 |
| FINISH OF RALLY | : Friday, 1 st December 2017 from approx. 14h00 Podium ceremony 16h00 |
| POST EVENT TECH CHECKS | : Friday, 1 st December 2017 from 14h00 |
| PUBLICATION OF RESULTS | : Friday, 1 st December 2017 at 17h00 |
| PRIZE GIVING | : Friday, 1 st December 2017 at 19h00 |
| OFFICIAL NOTICE BOARD | : At Rally Headquarters |

1. DEFINITION OF THE EVENT

- 1.1 East African Safari Rally Ltd is the organiser of the 2017 East African Safari Classic Rally.
- 1.2 The event is organised in compliance with these 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. FIA Appendix K for Historic Rallies is the regulation basis for this event with additional freedoms as per Appendix B of the Event Regulations.
- 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 : 2017 East African Safari Classic Rally

KMSF of Kenya Permit No : TBA

AA of Tanzania Permit No : TBA

2.1 ORGANISING COMMITTEE

Chairman : J. S. Vohra
Event Director : Raju Kishinani
Event Manager : Ashok Bhalla
Secretary/ Administration : Darshna Shah

Address of Secretariat: East African Safari Rally Ltd
P.O. Box 14910
Nairobi 00800, Kenya.
Tel: (+254-20-) 4450030/50
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 : Richard Leeke
Deputy Clerks of Course : Chris Eden, Willie Du Plessis
Competitors Relations Officer : Tim Ashton
Competitors Relations Officer : Jan Thoenes
Event Manager : Ashok Bhalla
Chief Medical Officer : Dr. Harjinder Chaggar
Asst. Medical Officer : Dr. Erik Buels
Chief Security Officer : Deepak Dodhia
Asst. Security Officer : TBA
Technical Delegate : Geoff Doe
Secretary of Meeting : Darshna Shah
Results Coordinator : Willie Du Plessis
Press Officer : Shalini Gidomal

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| Accommodation Coordinator | : Darshna Shah |
| Service Supervisor | : TBA |
| Logistics | : TBA |
| 1 Day Advance Car | : TBA |
| Route Opener 1 | : Hans Seipp |
| Route Opener 2 | : TBA |
| Sweeper 1 | : TBA |
| Sweeper 2 | : TBA |
| Tanzania Co-ordinator | : Viren Shah / Tejal Shah |
| Mombasa Co-ordinator | : Hussein Khanbhai / Mustan Khanbhai |

3. GENERAL CONDITIONS

COMPETITORS ELIGIBILITY

- 3.1 Any person holding an International Competition Licence and Driving license is eligible to enter.
- 3.2 All entrants must hold a competition licence including a valid annual 'visa'.
- 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 on the basis of non-conformity.

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 safari rally 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

- 5.1 The **TECHNICAL APPENDIX B - VEHICLE REGULATIONS** article 1 specifies the FIA specified periods and categories of vehicle eligible to enter the event.
- 5.2 All vehicles must be licensed and insured for use on public roads. Any form of trade plate is NOT permitted. Please note: Foreign driving permits and local insurance (COMESA) is required.
 - 5.2.1 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.

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1. SCRUTINEERING

- 6.1 Scrutineering will take place as per the event program.
- 6.2 No car will be allowed to start if it does not meet the minimum safety requirements as laid down in these regulations.
- 6.3 **Rally Office and Documentation:** Documents checked will be
- International Competition Licence
 - Driving licence
 - Car Registration Documents
 - Foreign Driving Permits (as required for vehicles not registered in Africa in Kenya and Tanzania)
 - Passports and Entry Visa to Tanzania
 - Carnets and contents lists for all vehicles
 - Comesa Insurance

Competitors and service crew MUST apply for an Entry Visa to Tanzania approximately three months prior to the Rally start date from the TZ High Commission in their Country of residence.

Info - Tanzanian HC websites have further information and downloadable application forms)

7. ENTRY FORM - ENTRIES

- 7.1 Entries open 1st August 2016 and close on 9th October 2017.
- 7.2 Entries can be sent to the rally secretariat on the address in these regulations.
- 7.3 **Entries 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 Organisers.
- 7.4 It is the obligation of the Entrant / Crews to provide FIA Group 1,2,3 or 4 'period applicable' 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 9th October 2017 with the approval of the Stewards.

8. FEES AND INSURANCES

- 8.1 **Entry fees:** for the event are as follows:

International entry: US\$ 39,950
(Inclusive Sea Freight and three twin room hotel accommodations)

Local entry: US\$ 18,000
Only for residents of Kenya, Uganda and Tanzania inclusive of one twin hotel room for driver and co-driver only.

** Note: All the above entry fees are based on estimated 2017 costs for shipping and flight tickets. Please be advised that due to the trend of rising prices of fuel, insurances and varying currency values these published prices are subject to a surcharge should there be a serious fluctuation in prices or currency exchange rates.*

Entry fee payment schedule: (if not strictly adhered to your entry may cancelled, ER 8.8 refers)

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INTERNATIONAL ENTRY

- Upon application/registration US\$ 5000
- By 1st November 2016 US\$ 8750
- By 1st February 2017 US\$ 8750
- By 1st May 2017 US\$ 8750
- By 1st August 2017 US\$ 8700

LOCAL ENTRY

- Upon application/registration US\$ 5000
- By 1st November 2016 US\$ 3250
- By 1st February 2017 US\$ 3250
- By 1st May 2017 US\$ 3250
- By 1st August 2017 US\$ 3250

- 8.2 **Entry application:** will only be accepted if accompanied by the compulsory non-refundable documentation/ registration fee of US\$ 5000. After entry form submission 'Entry Invoices' are issued including Bank transfer details'.
- 8.3 **Entry Refusal:** The Organizers reserve the right to refuse any entry application, and in such a case any fee accepted will be refunded.
- 8.4 **Nominated Crew:** The organisers may permit the change of Crew or crew member from those nominated on the entry form at any time before the rally with the written permission of the Clerk of Course. During the event a crew member can only be changed on medical grounds subject to confirmation by the event Doctor and the approval of the C.O.C. A change without permission of the C.O.C will result in exclusion.
- 8.5 **Nominated Car:** The car nominated on the entry form may be changed before the event starts with the permission of the Clerk of Course.
- 8.6 **Personal Accident Cover:** for participating crew is compulsory and crews must produce evidence of PA Insurance cover for both crew members during 'signing on' procedures. 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 **Team Award** of not less than 3 and not more than five cars may enter on payment US\$ 200 (or any equivalent currency) per car at documentation.
Any crew may only enter one team award.
The winners of the team award will be determined by the least accumulated score of the best 3 team members.
- 8.8 **Entry Cancellation, Non-Payment of fees:** In the event a competitor cancels his entry or non-payment of fees by the due dates the following refunds will apply:
- Application fee Non-refundable
 - Withdrawal before 1st November 2016 100% of the fees already paid
 - Withdrawal before 1st March 2017 75% of the fees paid
 - Withdrawal before 1st June 2017 50% of Fees paid
 - Withdrawal before 1st August 2017 25% of the fees paid
 - Withdrawal after 1st August 2017 No refund

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Event Cancellation: 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 Entry Fee - The entry fee will include the following:

- a) **Driver and Co-Driver.** One twin bed hotel room for two nights 21st & 22nd November 2017 in Mombasa at the rally hotel and three nights for the event for the 30th November, 1st & 2nd December 2017 in Mombasa on a half board basis and including one twin bedded room on full board basis at all the night stops of the rally.
- b) **Service Crew** accommodation in two rooms (**Twin or Double only**) for service crew for two nights 21st, & 22nd November 2017 in Mombasa at the rally hotel and three nights for the event for the 30th November, 1st & 2nd December 2017 and also for all the night stops during the event. This accommodation may not be at the same hotel as competitors. **Please note** this applies only to international entries at the full entry fees.
- c) **Unloading, Customs Clearance** (in Mombasa only), delivery of containers in Mombasa to a secure yard and storage, 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) **Prize-Giving Tickets.** Four tickets to the prize-giving event
- f) **Clothing.** An event clothing pack for the driver and navigator.
- g) **Flying Doctor Service.** Membership of the Flying Doctor for the duration of the Rally for the crew and the service crew. Please note that this is only Membership to Flying Doctor Service who will be on standby for any emergency throughout the rally. Any expenses incurred for evacuation or any other use of their services are to be paid directly by the user of this service.
- h) **Dock charges.** All loading, customs and packing charges at the port of origin and 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.
- i) **Transfers from Mombasa Airport** to the Rally Hotel as from Saturday, 18th November 2017.
- j) **Transfers, to Container store depot on Saturday 18th November 2017**
- k) **Transfers from Hotel to the Airport**
- l) **Park Entry fees** (as applicable) for driver, co-driver and rally car only.
Note - Service crew pay their park entry fees and vehicle charges additionally as the costs can only be calculated during the Service Registration procedure. Costs will be advised and charged in Mombasa during 'Signing on' or earlier.

8.10 Local Entry Fee (available only to bona-fide East African resident competitors) includes the following:

- a) **Driver and Co-Driver.** One twin bed hotel room for two nights 21st & 22nd November 2017 in Mombasa at the rally hotel and three nights for the event for the 30th November, 1st & 2nd December 2017 in Mombasa on a half board basis and including one twin/double bedded room on full board basis at all night stops of the rally.
- b) **Border Clearance** at the national borders during the rally.
- c) **Prize-Giving Tickets.** Four tickets to the prize-giving event.
- d) **Clothing.** An event clothing pack for the driver and navigator.
- e) **Flying Doctor Service** Membership of the Flying Doctor for the duration of the rally for the competing crews. Please note that this is only Membership to Flying Doctor Service who will be on standby for any emergency throughout the rally. Any expenses incurred for evacuation or any other use of their services are to be paid directly by the user of this service.
- f) **Park Entry Fees** for driver and co-driver and rally car only.
Note - Service crew pay their park entry fees and vehicle charges additionally as the costs can only be calculated during the Service Registration procedure. Costs will be advised and charged in Mombasa during 'Signing on' or earlier.

- 8.11 **Hotel Extras:** The competitors are responsible for payment of any extras like drinks, telephone calls etc. at any of the event night stop overs and rally hotel at the start and finish.
- 8.12 **Retirement from the Event:** 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.
- 8.13 **COMESA Yellow Card Insurance:** 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 both countries and may be purchased through the organisers arranged insurance company.
- 8.14 **Border Crossing:** The organisers will make the necessary arrangements for the crossing of the borders during the event.
Competitors must ensure that non East African registered Rally Cars and Service Vehicles have 'Carnet du Passage' documents with all the accessories carried in the vehicle listed separately.
In the case of Kenya, Uganda or Tanzania registered vehicles their logbooks and a 'carried spares' list is required.
These documents must be issued to the organisers at Documentation on 19th – 22nd November 2017.

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-mail 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:

- 10.1 **Organiser advertising is compulsory** and must be attached to the positions on the car bodywork as per Appendix. Start decal packs are issued during the documentation process (except in the instance of accepting additional entry charges ASR10.8 refers)
- 10.2 **Decals must not be cut** in any way before attaching to the car, unless alterations are first approved by the Chief Scrutineer
- 10.3 **Door Decals:** 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 52 cm x 52 cm to enable identification of the vehicle from the air. These will be supplied by the organisers at documentation and must be removed or cancelled upon retirement from the rally.
- 10.4 **Country of Origin Decal:** 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).
- 10.5 **Driver Names:** 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

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displayed on the same window or on the front wings ONLY if approved by the Chief Scrutineer'.

- 10.6 **Decal loss:** It is an obligation of entrants to ensure that any damaged or lost compulsory sponsors stickers are replaced as soon as possible. Absence of the sticker may be reported to the Stewards.
- 10.7 Anyone not displaying the Organisers advertising decals (except the compulsory three Rally number decals and two event bonnet and boot decals) may be accepted subject to paying an exception fee of **US\$ 3000** to the Organisers prior to the close of Scrutineering.

11. GENERAL OBLIGATIONS

11.1 COMPETITOR SAFETY APPAREL

- The wearing of helmets by both crew members are compulsory during all competitive sections
- The use/ wearing of F.H.R (Frontal head restraints) is compulsory during all competitive sections
- The wearing of at least a single layer fire resistant suit is compulsory
- The wearing of safety harnesses is mandatory whenever the vehicle is in motion (except in a service park) Appendix B 2.11 refers

11.2 **COMPETITION NUMBERS:** must be removed or cancelled upon retirement from the rally.

11.3 **RECONNAISSANCE:** is not permitted unless specifically allowed by the organisers. Pre-event cars sent to check the route are also strictly forbidden.

11.3.1 **PACE NOTES:** 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 may be excluded from the event. Searches of the car and driver's luggage will be organised at random points to ensure compliance with this regulation.

11.3.2 **GRAVEL NOTE CARS:** The Clerk of Course may have additional security personal inspecting the route before the date of the route being used and these security crews will take photos and try to identify any advance (Gravel Note or similar) car and find the link to the competitor concerned.

11.3.3 Any competitor or group of competitors who have been identified as being advantaged by information provided by 'Gravel Note' or similar purpose cars may be disqualified by the Clerk of Course.

11.3.4 **ROADBOOKS** for each day will be issued the evening before (at HQ up to 20h00), except Day 1 will be issued before 12.00 noon on Wednesday, 22nd November 2017.

11.4 **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 'commercially available' rally type tyres are permitted. If the competitor is entered under Group 2 category then the tyre limit is 24 tyres.

11.5 **FUEL:** Fuel must conform to normal pump fuel as available in Kenya and Tanzania. Octane enhancers are permitted. AVGAS is not permitted and competitors using AVGAS and transporting AVGAS will be excluded.

11.6 **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.

11.7 **RALLY CAR SAFETY EQUIPMENT:** A car will not be allowed to start the event unless it has on board

- Two pieces reflective warning triangle.
- A suitable organisers approved medical Kit.
- At least two 2 kg capacity fire extinguishers.
- Road legal, licence and insurance.
- **SOS/OK** board must be carried.

- 11.8 **HELICOPTERS:** The use of helicopters or aircraft during the rally by competitors is discouraged. The penalty for unauthorised use any Aircraft or Helicopter is exclusion. For safety reasons the use of Aircraft of any type, at any time during the Rally and for any purpose requires the operator to request the approval of the Rally Organisers. Approved Aircraft must comply with the event specific Aircraft Regulations. Restrictions will be imposed on flight paths and flight timing. The organisers reserve the right to insist that any authorised Aircraft carry Rally Medical staff or Rally Official.
- 11.9 **TRACKING:** All rally cars must be fitted with a tracking device and competitors are obliged to provide and power source for this tracking device as required by the Tracking Company. The fitting of antennas for GPRS and the GPS unit are compulsory.
- 11.10 **NOTIFICATION TO WARNING:** The organisers will implement a system to alert Competitors when another competitor arrives to a close proximity behind them. The notified Competitor must then pull over and assist the vehicle behind to pass safely. Any contact between vehicles during a 'notified' pass will be reported to the C.O.C. for consideration to apply penalties. Vehicles with registered in car video systems must provide 'footage' to the C.O.C. on demand.

12. RUNNING OF THE RALLY

- 12.1 **TIMING:** Official time for the Rally will be G.M.T + 3 hours.
- 12.2 **SCRUTINEERING:** Scrutineering will take place according to the event programme and all cars taking part in the event must attend Scrutineering with the full crew at the crew's safety apparel (Ref 11.1).
- 12.3 **SEALING:** The Scrutineers have absolute discretion to mark and seal components before and during the event. When these marks or seals are 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

- 12.4.1 **ROAD BOOKS:** Each crew will receive detailed road books using 'tulip type' diagrams to providing details of the route to be followed. An 'overview' route map is also provided. Road Books will be issued as per the published 'Schedule for the distribution of Road Books' (11.3.4).
- 12.4.2 **TIME CARDS:** 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.
- 12.5 **OVERNIGHT STOPS:** Every night there will be 'Parc Ferme' enforced at all overnight stops for which there will be a penalty (see Article 13) for not reporting to the Parc Ferme at your due time.
- 12.5.1 **REST DAY SERVICE:** During the rest day "Parc Ferme" will be open for crews to withdraw the car and service only from 07h00. All rally cars should be withdrawn from the Parc Ferme between 07h00 and 08h00. Maximum service time allowed is 6 hours. The latest time to withdraw from Parc Ferme is 08h00 and must return to Parc Ferme 14h00 at the latest. Non-compliance with this regulation will be reported to the C.O.C. and the penalty may go as far as exclusion.

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Competitors may request permission to road test cars. Permission will be given subject to the following (Only on Rest Day):

1. The Organisers deem the area local to the service park suitable for road testing.
2. An Official of the event is available to accompany the road testing driver.
3. The 'road testing driver' agrees to be bound by any and all dictates and limitations imposed by the accompanying official. A \$250 fine will be imposed for each and any transgression reported by the accompanying official with no proof required excepting an Officials verbal reporting of incident(s) to the CofC.
4. Road testing will be only be permitted as a privilege, not a right.
5. Cars identified by Officials as having entered the pre 'Rest Day' Parc Ferme with technical issues will be prioritised to be permitted 'road testing'.

12.5.2 **SERVICE TIME:** At the end of every day's competition there will be a two hour penalty free service period. Penalties will be applied for late arrival or return to Parc Ferme. There is no penalty for checking in early to Parc Ferme.

12.5.3 **HOLDING AREA EXIT:** A member of the service crew may remove the competing car from the Holding Area into the Service area and return the car from the Service Area to the Parc Ferme BUT ensuring that all control procedures are completed with the time card.

12.5.4 **EARLY CHECK-OUT** from a holding area is permitted without penalty at the end of the day if the crews Service crew has arrived. In this instance the time out must be the actual time out and not the intended time out.

12.5.5 Technicians/ Team Manager may drive the rally car between service park and the Parc Ferme, including the relevant road sections, ensuring all 'control' proceedings are adhered to.

12.6 CONTROLS AND TIMING PENALTIES

12.6.1 **SECTION TYPES:** The route will be divided into three types of sections – road, service and competitive sections.

12.6.2 **SIGNS:** FIA type signs will identify all controls

12.6.3 **CONTROL STOP TIME.** The stopping time at a time control must not be more than necessary to complete the control operations. Any non-starting car in the control area must be pushed out immediately

12.6.4 **CONTROL ARRIVAL DIRECTION:** The car and crew must arrive at Control points in the direction indicated in the Road Book. Incorrect direction arrivals will incur penalties as per Section 13.

12.6.5 **REVERSING IN A CONTROL AREA:** It is forbidden to reverse in a control area and offenders will be penalised as per section 13.

12.6.6 **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 whichever is earlier. The Clerk of Course retains the authority to modify these times by bulletin should the need arise. 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

12.6.7 **CONTROL CLOSING:** 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.

12.6.8 **FINAL CONTROL OR REGROUP CONTROL EARLY ARRIVAL:** at the end of any day will not incur a penalty.

12.6.9 **EARLY AND LATE ARRIVAL PENALTIES:** at any other control are as follows:

| | |
|-----------------------|--|
| Road sections: | 10 seconds per minute late 2 minutes per minute early |
| Competitive sections: | The time taken in Hours : minutes : seconds |

12.6.10 **PASSAGE CONTROLS** may be established to ensure the right passage where competitors are obliged to get the stamp of the passage controller. If a passage control stamp is missing then the crew will be subject to a penalty as laid down in Section 13 of these regulations

12.6.11 **OPEN ROADS:** Road, Service and Competitive sections are generally held on open roads. All competitors are warned that there are other road users on the competitive sections.

12.6.12 **HOLDING AREAS:** The organizers will establish "Holding Areas" at locations along the event route and at the final control of each day primarily to allow the service vehicles time to travel safely along the route.

- Holding areas operate under Parc Ferme rules.
- Cars are held in Holding Areas according to an organiser allocated "Target Time".
- Early check-out from the Holding Area into Service is only possible without penalty at the end of each Day.
- The holding area 'out time' must be recorded to the time card as being the actual time out and NOT the 'scheduled' time out.
- Penalties for late exit from a holding area will be the same as laid out in Articles 12.6 (7) and Article 13 for road sections.
- At the end of the Day 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. In this instance the time recorded must be the actual time out. A vehicle may be pushed out of the holding area or towed with the permission of an official (without penalty).

12.7 SERVICE ARRANGEMENTS

12.7.1 **TECHNICIANS AND TABARDS:** At any service point or at the end of the day service the maximum persons allowed to work on the rally car are three (3) persons and they must wear the vest/tabard supplied with the rally car number. This excludes the members of the crew (driver & navigator). The driver and co-driver may work on their car without restriction during the event except in areas operating under 'Parc Ferme' restrictions or between competitive arrival and start/end controls.

12.7.2 **SERVICE REGISTRATION:** Each competing vehicle must submit a Service Registration Form to register a maximum of one (1) Service car and one (1) Management car.

Competitors must nominate a maximum of three (3) mechanics and two management crew. For Border crossing purposes you are required to declare and provide copy documentations for occupants in the Service and Management Car.

Service Registration procedures for the Service car, Management crew and mechanics must be completed in the Rally Office prior to Scrutineering.

12.7.3 **MANAGEMENT CAR ALLOWANCES:** A Competitors registered Management Car is limited to carrying the following:

- 1) Maximum of 80 litres of fuel
- 2) Maximum of ten (10) Rally Car spare wheel/tyre units.
- 3) Mechanics tool box x 1 piece
- 4) Trolley jack and two (2) axle stands.
- 5) Food, drink and luggage.

East African Safari Rally Ltd. P.O. Box 14910 Nairobi 00800, Kenya.

Tel: 020-4450030

E-mail: info@eastaficansafarirally.com (www.eastaficansafarirally.com)

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6) A small 'Rally Car Parts Box' of 0.125 cu mtrs total volume is allowed. *Note - The box must have a closed cover. At all times Rally Car spare parts carried by the Management Car must be contained entirely within the box volume and the cover demonstrably able to be fully closed.*

- Management cars may be inspected by senior officials and Service supervisors and if found carrying any spare parts (however small) outside the permitted 'Rally Car Parts Box' then the competitor will be penalised as per Article 13.10 of these regulations.
- The registered mechanics or management crew in a Management car may only use spare parts or fluids carried in the rally car and / or fluids and parts carried in the Management Car permitted box to undertake repairs in Service Areas where the Service Vehicle is not in attendance except in the final service of the day.
- Management vehicles may be required to park outside the main service areas at certain times.
- In the instance where a Competitor or his representative has concerns regarding Management Car loading limitations please request advice from a senior event official. Decisions may be referred to the C.O.C. who will advise and record final judgement(s).

12.7.4 **SERVICE CREW NOMINATIONS:** It is compulsory that the three (3) nominated mechanics and two (2) nominated Management crew are only transported in the registered service and / or management vehicle.

12.7.5 **SERVICE ROAD BOOK:** An overview map for service vehicles will be issued and service points will be advised on two weeks before the event.

12.7.6 **SERVICE AREAS;** Service Areas as notified within Competitors Road Books are the only locations where Rally Car service may be undertaken by Service or Management Crew
In the instance of a mechanical problem stopping a Competing vehicle in a 'Competitive' or 'Road' section not an element of the 'Service Route' and where attendance of a Service or Management vehicle is required to execute repairs then **permission must be sought and granted by an Official of the Rally to travel to the car.**

The penalty for driving against rally traffic in a competitive section may extend as far as exclusion of the competitor responsible for any service vehicle transgressions.

12.7.6 (a) For environmental concerns GROUND SHEETS are compulsory at ALL service points, be it on the road/service sections and at the 'end of day' services. The size of the ground sheet must at least cover the area of the rally car. Penalty for non-compliance will be in the hands of the C.O.C. The same applies to littering both on the road side and Service Park. The decision of the Technical Delegate or Scrutineer will be final and penalty will be at the C.O.C discretion.

12.7.7 **DRIVING STANDARDS:** Competitors are responsible for the actions/behaviour of their service crew.

12.7.8 **NON REGISTERED CARS:** Vehicles carrying Family and / or Team associated persons (sponsors, friends, well-wishers, wives, children etc.) are permitted to follow the Rally (hereafter referred to as 'non registered persons and vehicles')
Non registered persons and vehicles are not allowed to carry spare parts, tyres nor any other elements to assist competitors excepting medical emergencies.
Non registered persons are NOT allowed to work on, or assist Competing cars in any capacity (not even to clean the windscreen) excepting medical emergencies
It is permitted for non-registered persons and vehicles to carry food and drink for the competitors.
If a Judge of Fact or Senior Event Official identifies a non-registered person(s) or vehicle(s) carrying spare parts, tyres or any equipment identifiably linked to any Competitor then the associated competitor will be penalised as per Article 13.10

12.7.9 **ADDITIONAL SERVICE VEHICLES:** 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 nominated service car or management car.

Additional vehicles may be used as 'Baggage' transport vehicles subject to the Organisers discretion.

Baggage vehicles must be registered with the organisers for which a charge will be made.

Baggage vehicles may not transport parts, tyres, fuel or any other Competitor related items

12.7.10 SERVICE VEHICLE SIZE LIMIT: The maximum number of axles on a service vehicle must not exceed three (3). This is to limit the size of the service cars. Permission must be sort from the C.O.C. to utilize a service vehicle with more than 3 axles.

12.7.11 MECHANICS IDENTIFICATION:

- The organizers will issue three 'Start number' identified mechanics Tabards (Vests) to each Competing Car.
- Registered mechanics must wear correctly car number associated Tabards when working on any Competing Car(s).
- In the instance of a registered mechanic working on more than one car he **MUST** exchange and fit the correct Tabards associated with the Competing Car on which he intends to work.
- It is **NOT** compulsory that the three mechanics are those nominated on the vehicles service registration form.
- A maximum of three mechanics OR Management crew are permitted to work on any one Competing Vehicle during permitted service periods - Failure to comply with this regulation will result in Penalties as per Article 13.10

12.7.12 SERVICE SUPERVISORS: The organizers may appoint persons with the designation of Service Area Supervisors who are designated as being 'Judges of Fact' to identify and report Service Regulation infringements to the Clerk of Course to apply penalties as per the regulations

12.7.13 SERVICE ZONES: At each end of day rest halt a "Service Zone" adjacent or near to the Parc Ferme will be set up.

All Competing Cars must be serviced and repaired within the Service Zone limits.

Non-compliance will be reported to the C.O.C. and penalties may be applied.

Should any vehicle need specialist repairs, equipment or assistance the entrant may request permission to remove a Competing Car from the 'Service Zone' to undertake 'outside' repairs.

Reasoned requests to remove a car from Parc Ferme must be submitted in writing to the Clerk of Course or a Deputy Clerk of Course and or Technical Delegate. If granted a written permission reply will be given including any limitations the CofC or Deputy CofC may decide to impose. Penalties for late return into Parc Ferme as per the regulations will apply.

12.7.14 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.

12.8 MISSING OF SECTIONS OR FULL DAYS:

12.8.1 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.

12.8.2 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 ALL accidents must be reported to the controller at the end of that section and the Clerk of the Course, failure to do so will result in a penalty of 30 minutes.

12.10 STARTING ORDER

- The organisers will establish the starting order either by a prologue or on previous form. 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.
- **The first 5 positions at the end of each day will not be re-seeded.**

12.11 COURSE OPENING ZERO 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 instance of a 'Result tie' times will be compared on the first and sequentially subsequent Competitive Sections until a 'winner' can be declared.

12.13 Results of a day will become final at the time results of the next day are published. (Except for the final day)

13. PENALTIES

| | |
|---|--|
| 13.1 Early check in | 2 min per minute |
| 13.2 Late check in | 10 seconds per minute |
| 13.3 Late arrival into Parc Ferme: Max of 30 min (Any lateness exceeding 30 minutes will be deemed a non-arrival) | 1 min per minute |
| Non arrival into Parc Ferme | 2 hours |
| 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) | Ideal time as per itinerary + 75% of the ideal time (Which will be a maximum for any competitor) |
| 13.4.1 Missing a TC at the start or the end of a Road / Service section | 30 min penalty |
| 13.5 Alteration to Time Card (Illegal) | 120 min + C.O.C. decision |
| 13.6 Speeding (1st Offence) Speeding (2nd Offence) Speeding (3rd Offence) | 5 minutes + \$250 Fine 5 minutes + \$500 Fine 60 minute |
| 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 | Possible Exclusion (C.O.C. decision) |
| 13.10 Missing the whole day | Accumulation of the competitive sections run as per 13.4 and 90 minutes |
| 13.11 Service infringement: | |
| 1st Offence | 5 minutes |
| 2nd Offence | 15 minutes |
| 3rd Offence | 60 minutes |
| 4th Offence | Maybe exclusion |

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13.12 Any form of pre-rally recce of the route by a competitor/entrant or his agents or the finding of any form of pace-notes in a competitors possession. Definite Exclusion

13.13 Penalty for reversing into a control 5 minutes

13.14 Monetary penalties must be paid by cash prior to permission to start the next day.

13.15 Deliberate delay at a TC/CS: if a competitor deliberately causes a delay at the start of a competitive (maybe to gain a larger gap) 5 mins penalty for every minute he delays in starting

13.16 Screamer (P.W.D)/Electronic rear view mirrors

Penalty for not having the unit operative in competitive sections (CS) or deliberately ignoring a request by the following competitor to pass (red light activated) will be:

- 1st Offence - Warning
- 2nd Offence - 5 Minute penalty
- 3rd Offence - Exclusion

The word of the Technical Delegate, Scrutineers or such appointed observers will be final in this regard.

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 a protest 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 must be made in writing to the Clerk Of Course by the time results are published 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

Overall Awards Group 2: 1st to 3rd

Class Awards: 1st and 2nd in class.

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Finishers Awards: To all finishers.

Team Awards: 1st

Merit award to be given at the Clerk of Course discretion.

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

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 run at interval determined by the C.O.C, 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.

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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 a minimum of 3 minutes between TC and CS (Dead time) |
| 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 a minimum of 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 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 - PLEASE NOTE WELL

If you are used to European Regulations you will find that 'lateness' regulations on this event are applied and expressed very differently. 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) **Sections:**
 - a) You are given a 'target time' for the transport / service section which is calculated generously to allow you not to have to exceed speed limits and takes into account traffic conditions also allowing reasonable service time on the relevant sections (late arrival is now 10 seconds per minute late).
 - b) There is an implied time given for the competitive sections. This is necessary to be able to control the overall timing of the day. This implied time is calculated in such a manner that every competitor should achieve it as long as he/she does not have a problem. If you exceed the implied time by more than 75 % then you will be debited with a maximum for this section (as per 13.4).

PLEASE NOTE: Missing a road/service section (either start or end time controls) will incur a 30 minute penalty. (This is not lateness)

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TECHNICAL APPENDIX B - VEHICLE REGULATIONS

FIA Appendix K technical regulations apply to this event with additional freedoms as stated hereafter

1. Eligible Cars (FIA Group 1,2,3, 4 and Group A and B)

Passenger type Motor Cars built before 31st December 1985 with not more than six seats (including Estate Car derivatives) and where homologated in period they will be found to be recorded within the list found at....
<http://www.fia.com/list-previously-homologated-cars>

FIA Period E 1/1/1947 to 31/12/1961 Homologated and non - homologated cars complying with Appendices VIII and IX of FIA Appendix K are eligible to enter

FIA Period F 1/1/1962 to 31/12/1965 Homologated cars complying with Appendices VIII and IX of FIA Appendix K are eligible to enter

FIA Period G1 1/1/1966 to 31/12/1969 Homologated Touring and GT cars complying with Appendices VIII and IX of FIA Appendix K are eligible to enter

Advisory Notes – applicable to pre 1970 period E,F and G1 cars

- FIA 'Period' E, F and G1, G2, H1, H2,I and J1 vehicles are further classified into Group 1,2,3,4, A and B categories. (FIA Appendix K, Article 3 refers)
- Period Appendix J documents may be downloaded from <http://argent.fia.com/web/fia-public.nsf/whistj?open>
- Pre 1970 Group 1 and 3 cars, reference to FIA Appendix K, FIA Appendix K, Appendix VIII which provides the regulatory structure relevant to pre 1970 Group 1 and 3 specification cars
- Pre 1970 Group 2 and 4 cars, reference to FIA Appendix K, Appendix IX which provides the regulatory structure relevant to pre 1970 Group 2 and 4 specification cars

Post 1970 cars FIA Appendix K specifies that period G2, H1, H2, I and J1 cars **must respect** the FIA Appendix J regulations appropriate to the final year of their period as follows.

| | | |
|---------------|------------------------|---------------------------------|
| FIA Period G2 | 1/1/1970 to 31/12/1971 | Homologated Touring and GT cars |
| FIA Period H1 | 1/1/1972 to 31/12/1975 | Homologated Touring and GT cars |
| FIA Period H2 | 1/1/1976 to 31/12/1976 | Homologated Touring and GT cars |
| FIA Period I | 1/1/1977 to 31/12/1981 | Homologated Touring and GT cars |
| FIA Period J1 | 1/1/1982 to 31/12/1985 | Homologated Touring and GT cars |

Advisory Notes – applicable to post 1970 G2,H1,H2,I and J1 cars

As period Appendix J safety standards are superseded by Appendix K and these regulations

Period G2 FIA document references

| | | |
|---|-------------------------------|-------------------------------------|
| 1971 Appendix J, Article 253 | Safety | Applies to Group 1,2,3,4 |
| 1971 Appendix J, Article 255 | Common | Applies to Group 1,2,3,4 |
| 1971 Appendix J, Article 258 | Group 1 modifications allowed | Applies to Group 1,2,3,4 |
| 1971 Appendix J, Article 261 | Group 2 modifications allowed | Applies to Group 2 and 4 only |
| 1971 Appendix J, Article 267 | Group 4 modifications allowed | Applies to Group 4 only |

Period H1 FIA document references

| | | |
|---|-------------------|-------------------------------------|
| 1975 Appendix J, Article 253 | Safety | Applies to Group 1,2,3,4 |
| 1975 Appendix J, Article 255 | Common | Applies to Group 1,2,3,4 |

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| | | |
|------------------------------|-------------------------------|-------------------------------|
| 1975 Appendix J, Article 258 | Group 1 modifications allowed | Applies to Group 1,2,3,4 |
| 1975 Appendix J, Article 261 | Group 2 modifications allowed | Applies to Group 2 and 4 only |
| 1975 Appendix J, Article 267 | Group 4 modifications allowed | Applies to Group 4 only |

Period H2 FIA document references

| | | |
|---|-------------------------------|-------------------------------------|
| 1976 Appendix J, Article 253 | Safety | Applies to Group 1,2,3,4 |
| 1976 Appendix J, Article 255 | Common | Applies to Group 1,2,3,4 |
| 1976 Appendix J, Article 258 | Group 1 modifications allowed | Applies to Group 1,2,3,4 |
| 1976 Appendix J, Article 261 | Group 2 modifications allowed | Applies to Group 2 and 4 only |
| 1976 Appendix J, Article 267 | Group 4 modifications allowed | Applies to Group 4 only |

Period I FIA document references

| | | |
|---|-------------------------------|-------------------------------------|
| 1981 Appendix J, Article 253 | Safety | Applies to Group 1,2,3,4 |
| 1981 Appendix J, Article 255 | Common | Applies to Group 1,2,3,4 |
| 1981 Appendix J, Article 258 | Group 1 modifications allowed | Applies to Group 1,2,3,4 |
| 1981 Appendix J, Article 261 | Group 2 modifications allowed | Applies to Group 2 and 4 only |
| 1981 Appendix J, Article 267 | Group 4 modifications allowed | Applies to Group 4 only |

Period J1 FIA document references

| | | |
|---|-------------------|-----------------------------------|
| 1985 Appendix J, Article 252 | General | Applies to Group N,A,B |
| 1985 Appendix J, Article 253 | Safety | Applies to Group N,A,B |
| 1985 Appendix J, Article 254 | Group N | Applies to Group N,A,B |
| 1985 Appendix J, Article 255 | Group A | Applies to Group A and B |
| 1985 Appendix J, Article 256 | Group B | Applies to Group B only |

- These Appendix B Technical regulations are specific to this event and are additional to the FIA regulations allowing additional technical freedoms and imposing safety regulations appropriate to this event
- When preparing and specifying a car for Classic Safari Rally remember that FIA Appendix K regulations are the primary regulation framework set which sometimes overrides period Appendix J regulations.
- **Period Appendix J freedoms may only be used if you can prove 'used in a period FIA International event'**
- The use of a wide variety of vehicles entered to 'period' Safari Rallies is encouraged
- If you have any doubt as to what is technically correct then please ask the Rally Office or Chief Scrutineer for advice.
- It is recommended competitors take advantage of Appendix B regulations to ensure reliability

Classic Safari Rally class structure

Class 1 – Up to and including 1600cc for FIA Group 1,2,3 or 4 cars
Class 2 – Up to and including 2000cc for FIA Group 1,2,3 or 4 cars
Class 3 – Up to and including 3000cc for FIA Group 1,2,3 or 4 cars
Class 4 – Over 3000cc for FIA Group 1,2,3 or 4 cars

4 wheel drive, turbochargers and superchargers are not permitted.

Where a vehicle has been manufactured after 31st December 1985 and is mechanically and bodily identical to those manufactured and consistent with an appropriate FIA homologation prior to this date its body the vehicle will be considered eligible to enter the event. The onus is on the competitor to prove the specification of the vehicle is consistent with these regulations.

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

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Group 2

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EASCR will promote a Group 2 category within the overall event for homologation period appropriate FIA Appendix J article 261 Group 2 cars.

- Group 2 cars are subject to limitations, restrictions and the withdrawal of some 'traditional EASCR Appendix B freedoms' to reduce vehicle preparation costs and complexity.
- Cars eligible to contest EASCR Group 2 must have been homologated into FIA Group 2 'in period' and will be recorded within the list found at..... <http://www.fia.com/list-previously-homologated-cars>
- EASCR Group 2 category is limited to a maximum engine capacity of 2 litres with 1.5mm/0.060" overbore permissible
- Cars with multi camshaft engines and/or having more than two valves per cylinder will not be eligible for EASCR Group 2 category prizes

Free choice of axle type remains if respecting the homologated track width however the original axle linkage system must be retained entirely excepting the following. Variant option linkages will be accepted should FIA homologation papers indicate the variation 'valid for group 2'. Period G2 and H1 cars complying with Appendix J 1975 may take advantage of period non homologated axle linkages if 'used in period in FIA International Competitions', proof of use is the responsibility of the competitor. *See Section 4.5 Suspension for definitive information.*

- Suspension system and components must be those originally homologated excepting shock absorber type and diameter. Shock absorbers are free, including canister type however their mounting system, fitted position and components are not free.
- Group 2 cars are subject to particular tyre limitations see article 4.4
- EASCR Group 2 cars will be identified by means of an additional decal or decals, position to be advised

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. **Should the roll cage be damaged during the event then it must be inspected by the Technical Delegate / Chief Scrutineer and the car will only be permitted to continue if the cage is deemed safe by the Technical Delegate/Chief Scrutineer. Competitors are not allowed to repair or replace a roll cage once damaged.**
- 2.2 Vehicles must carry a minimum of two hand held fire extinguishers of 2.4 litre AFFF or 2kg dry powder minimum capacity. Extinguishers must be securely mounted, easily accessible to both crew members, have a visual method of checking validity and the charge state either by gauge or certified weight 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.
- 2.4 The vehicle must be fitted with a fireproof bulkhead or container to current FIA Standards between the fuel tank(s) and the crew compartment capable of preventing the passage of the flame and fluid.
- 2.5 Where fuel tank(s) 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.
- 2.6 Fluid lines (excepting 'Aircraft standard' hoses and connections) hoses, connections, overflow and filler pipes within the cockpit space must be enclosed inside a liquid proof secondary covering (metal tube or rubber hose) in which instance the secondary covering ends must terminate outside the cockpit space

- 2.7 Hot liquids of any type passing through the passenger compartment must be contained within aircraft standard metal braided nitrile rubber or PTFE hose (Goodridge or similar hose type).
- 2.8 A sealed metal cover or container must enclose any oil tank or expansion bottle located within the crew compartment.
- 2.9 Additional metal fuel containers are permitted if not transported within the passenger compartment, they must be securely fixed, with a secure cap locking arrangement, and presented full of fuel for checking and approval by the Scrutineering Team.
- 2.10 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.
- 2.11 All vehicles in the main rally must be fitted with full harness seat belts to the current FIA standard as stipulated by FIA Appendix K 5.15.1 (*the relevant section of which states*).....'The harnesses of the following types of cars must comply with FIA Standard No. 8853/98: (applies to) c) Cars of Period H onwards taking part in Sporting Rallies incorporating special stages.....see FIA Technical List No. 24')
- 2.12 All cars must be fitted with a windscreen of laminated type glass.
- 2.13 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. A capacity of 100 Litres is recommended.
- 2.14 All cars must carry a substantial First Aid kit the minimum contents of which will be specified and advised in a Competitor Bulletin no later than three months prior to the event starting date
- 2.15 All cars must carry two substantial red warning triangles and a waterproof SOS/OK board.

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 1985**. Proof of homologation is the responsibility of the competitor if requested.
- 3.2 Easing of the wheel arches to accommodate permitted wheel / tyre size and type is allowed respecting FIA App J 261 cc **and** where proof is provided that easing was 'used in period FIA International competitions'.
The use of homologated wheel arch extensions is permitted.
If EASCR suitable wheel / tyre units may only fit subject to wheel arch easing and/or reshaping and 'proof of use in period' cannot be provided then refer to section 6 – Technical Waivers.
- 3.3 Wheel arch extensions must be visually and dimensionally similar to those 'used in the period' and have the same external profile.
- 3.4 Extra roof vents and exhaust vents for passenger compartment are allowed.
- 3.5 Vehicles must have mud flaps of stout material behind the rear wheels and driven wheels as a minimum.
- 3.6 For safety reasons side and rear windows may be manufactured from clear rigid transparent material of at least 5mm thickness - as specified in FIA Appendix K Article 13.2
- 3.7 Animal catchers and 'roo' bars are permitted.
- 3.8 Jump plates and jump straps or holders are permitted

- 3.9 Protection guards for the engine, gearbox and differentials are permitted and recommended

4. MECHANICAL MODIFICATIONS

4.1 ENGINES

- 4.1.1 Engines must be that originally specified for the car by the manufacturer or an engine homologated as an option before 31st December 1985.
- 4.1.2 Engine capacity is restricted to the manufacturer's specification for cars produced before 31st December 1985 or homologated option before that date however a 1.5mm/0.060" overbore beyond the homologated bore size is permissible. The 1971 FIA App J 258d (Group 2) and 260d) (Group4) **freedom to overbore to the class limit does not apply this event**
- 4.1.3 Camshafts are subject to period Appendix J regulation.
- 4.1.4 Engine oil cooler may be added within the bodywork and may not protrude the cars silhouette.
- 4.1.5 Turbochargers and superchargers are not permitted.
- 4.1.6 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.
- 4.1.7 A snorkel may be fitted for which one body hole may be made not exceeding 75mm diameter
- 4.1.8 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.
- 4.1.9 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.
- 4.1.10 It is forbidden to fit O2 or Lambda sensors in the exhaust manifold with dashboard read outs.
- 4.1.11 Exhaust systems are free.
- 4.1.12 It is permitted to add bosses to enable the installation of diagnostic sensors and / or component(s) during service periods. Blanking plugs must be installed closing the 'diagnostic sensor' bosses at all times except when the car is being serviced.
- 4.1.13 Electronic component(s) capable of generating or transmitting data related to vehicle mechanical functions (Data logging systems) are not allowed

4.2 TRANSMISSION

- 4.2.1 The gearbox casing and number of gears must be as originally specified by the car manufacturer or a gearbox 'variant option' added to the homologation form before 31st December 1985
- 4.2.2 Gearbox ratios and gear material types are free. The bell housing may be substituted or modified.
- 4.2.3 A gearbox and / or axle oil cooler may be added within the bodywork silhouette.

- 4.2.4 Gearbox and / or axle cooling system pipes passing through the cockpit area must be manufactured from 'aircraft standard' metal braided hose and connections or rigid metal tubing covered by rubber hose in which case both hose ends must be external to the cockpit volume
- 4.2.5 Fuel tanks and radiators mounted within the cockpit area must be sealed within a containment box(s) and externally ventilated with a controlled drain system to manage fluid leakage within the containment box.
- 4.2.6a Axles and their mounting brackets are free (4.2.6b follows) excepting body mountings. **Period G2 cars are exempt from 4.2.6b** respecting FIA G2 period technical freedoms as per 1971 FIA App J 260 n) and may therefore have non original axle mounting brackets fitted to the bodyshell as long as those brackets respect an axle link system which can be proven by the competitor or his representative as being 'used in period' in FIA International Competition(s)
- 4.2.6c Track widths irrespective of axle type must respect homologated maximum dimensions.
- 4.2.7 Axle attachment brackets affixed to the bodyshell or body frame must be identifiable as those the manufacturer originally specified or a 'variant option' as evidenced by the homologation form. The burden of proof to provide period evidence of an axle mounting system lies with competitors or their representatives.
- 4.2.8 Axle and suspension to body fixing point (bracket) reinforcement must respecting that FIA Appendix K and 'period FIA Appendix J regulations require that additional material fully contacts the original body panel and bracket material.
- 4.2.9 Axle ratios are free.
- 4.2.10 Differential type is free excepting those types with any form of electronic or hydraulic control.
- 4.2.11 Axle electrical components are limited to those required for temperature measurement and oil pump switching only.

4.3 BRAKES

- 4.3.1 Brakes are free.
- 4.3.2 Composite brakes discs and / or callipers are not permitted.

4.4 WHEELS AND TYRES

- 4.4.1 The maximum number of tyres permitted per rally car is 36 tyres. (Group 2 – tyre allowance = 24)
- 4.4.2 Group 1,2,3 and Group A cars must nominate a single tyre type at scrutiny which will be used throughout the event on the front and rear axles
- 4.4.2b Group 4 and Group B cars may nominate two tyre types at scrutiny which may be used in any combination on either axle
- 4.4.3 Tyre cutting is allowed to vary the tread pattern.
- 4.4.4 Wheel rim diameters may not exceed 15"
- 4.4.5 Tyre diameter may not exceed 670mm
- 4.4.6 Tyres must be of a type offered for general sale to the public and described in manufacturer literature as being for road or 'rally' purposes and manufacturer homologated for public road use

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- 4.4.7 Tyres which are 'manufacturer described' as being for **off road use**, or **racing purposes** are not permitted and are unlikely to be manufacturer homologated for public road use
- 4.4.8 Studded tyres are not permitted
- 4.4.9 The organisers may use some form of tyre marking to ensure this regulation is followed.
- 4.4.10 Spare wheels may be mounted outside the car completely but may not protrude outside the perimeter of the bodywork when viewed overhead (*plan view applies*). Exterior wheel mounting brackets, straps and attachment points will be subject to extraordinary safety inspection during normal scrutiny as a public safety procedure and if deemed 'unsafe' the organisers reserve the right to demand that modifications are implemented and completed or brackets entirely removed.
Applicable from the start of scrutiny until passing the final control.

4.5 SUSPENSION

- 4.5.1a The principle design features and geometric principles of the front and rear stub axles and hubs must be as the vehicle manufacturer specified as 'production' parts or a 'variant option' as included to the homologation form. **(4.5.1b follows)** For strength and reliability reasons and to enable fitting bigger wheel bearings stub axle and hub dimensions and materials may be changed but not the fundamental design principle(s)
4.5.1b is not applicable to Group 2 cars
- 4.5.2 Twin shock absorbers on any vehicle regardless of FIA Appendix J freedoms are not permitted.
- 4.5.3 Rubber bushes may be replaced by larger or smaller diameter parts, rod ends or uniballs. **Group 2 cars** must respect. FIA App J article 261b which permits the replacement of rubber bushes with uniballs **IF** the replacement can be actioned without modification of the suspension component and/or bushing receptacle voids.
- 4.5.4 Suspension bolts sizes may be increased
- 4.5.5 **Not applicable to Group 2 cars** The original chassis pick points must be respected and mounting location points must respect original rotational centres with a tolerance of +/- 10mm
- 4.5.6 Strengthening and reinforcement of suspension components is permitted. Reinforcements must respect the original profile of the component.
- 4.5.7 Sheet metal suspension components cannot be replaced with dissimilar design and /or manufactured components. (*For example - a tube based component cannot replace a pressed sheet component*)
- 4.5.8 The road spring medium type and number must respect the homologation form.
- 4.5.9 The primary road spring 'rate' is free
- 4.5.10 Shock absorbers are free but must respect the original suspension geometry.
- 4.5.11 Shock absorbers may not incorporate electrical control or sensors.
- 4.5.12 Sway bars (*Anti roll bars*) may be fitted, added, increased in size or removed
- 4.5.13 Check straps to limit shock absorber extension are permitted.
- 4.5.14 The principle design features and geometric principles of the front and rear stub axles and hubs must be either as the vehicle manufacturer specified as 'production' parts or a 'variant option' as included to the

homologation form. For strength and reliability reasons and to enable fitting bigger wheel bearings stub axle and hub dimensions and materials may be changed but not the fundamental design principle(s).

- 4.5.15 **Not applicable to Group 2 cars** Suspension to hub mountings may be modified to reinforce 'fixed' mechanical joints with the objective of improving reliability but such modification should not increase the suspension travel.
- 4.5.16 **Not applicable to Group 2 cars** The attachment of the strut casing to the hub/stub axle/upright must be in the same plane as envisaged by the manufacturer.
- 4.5.17 **Not applicable to Group 2 cars.** The stub axle to upright or strut method of attachment may be changed from welded to bolted by the addition of lugs and tubes. Modifications of this type **MUST** be approved by the Chief Scrutineer.
It is recommended that approval in principle is agreed before starting any modifications or manufacturing parts.
- 4.5.18 **Not applicable to Group 2 cars.** The overall profile, shape and principle of non-original suspension part(s) should remain broadly similar to the part it replaces.
- 4.5.19a Suspension section thicknesses may be increased by adding material to reinforce known weak areas and / or (4.5.19b follows) to fit a bigger wheel bearing for example. Extreme interpretations will be rejected.
4.5.19b is not applicable to Group 2 cars
- 4.5.20 **Not applicable to Group 2 cars.** 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.
- 4.5.21 The geometry of suspension parts must remain as specified by the manufacturer. Therefore suspension components modified in accordance with EASCR App B freedoms must remain directly interchangeable with the period homologation compliant component it replaces, excepting the stub axle to hub assembly strut attachment method.
- 4.5.22 Wheel travel must not be increased through redesign or manufacturing alterations.
- 4.5.23 Brake calliper fixation, orientation and geometry should remain as per the original part and/or the homologated option part it replaces.
- 4.5.24 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 the same as the manufacturer's original part.
- 4.5.25 **Not applicable to Group 2 cars.** 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.
- 4.5.26a Plate materials may be mixed with cast materials (**4.5.26b follows**) to add lugs for strut fixings
4.5.26b is not applicable to Group 2 cars
- 4.5.27 Suspension components not in accordance with the homologation form or App B 4.5.1 – 4.5.25 may be accepted under a Technical Waiver if the manufacture method and design principles "respects the spirit and intent" of the technical regulations.
- 4.5.28 Power steering may be allowed exceptionally subject to the entrant or his representative requesting and being granted an individual 'technical waiver'.
Medical justification must be accepted by the EASCR event doctor before publication of the required Technical Waiver.

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It is recommended that entrants wishing to use power steering apply to the rally office at least six months prior to the event. In the instance where there is not enough time for the organisers to thoroughly process a 'power steering' Technical Waiver request then power steering will not be allowed.

Suspension modification advisory – period suspension modification was regulated under FIA Appendix J art 261 n) which says.....

In 1971 260 n) reads....

n) Suspension: it is allowed to modify the original parts of the suspension in compliance with the specifications of Art. 260 a) hereabove. The addition of a stabilizer is allowed, or the original one may be replaced by another one.

In the case of a rigid axle rear suspension it is allowed to add locating arms and their mounting brackets.

The fitting of joints and attachment points of a different type and/or material is authorized.

The replacing of a stabilizer is allowed even if this stabilizer serves other purposes in the suspension. It is also allowed to increase the number of stabilizers per suspension.

In 1975 261 n) a line was added at the end of the 1971 statement text to become....

n) Suspension: it is allowed to modify the original parts of the suspension in compliance with the specifications of Art. 260 a) hereabove. The addition of a stabilizer is allowed, or the original one may be replaced by another one.

In the case of a rigid axle rear suspension it is allowed to add locating arms and their mounting brackets.

The fitting of joints and attachment points of a different type and/or material is authorized.

The replacing of a stabilizer is allowed even if this stabilizer serves other purposes in the suspension. It is also allowed to increase the number of stabilizers per suspension.

By suspension stabilizer is meant: a Panhard-rod, an anti-sway bar, a radius arm.

...and in 1976 261 n) was heavily revised to become restrict modifications....

n) Suspension: It is permitted to modify the original parts of the suspension according to the specifications of Art 261 b). The addition or suppression of an anti-sway bar is permitted.

The material and dimensions of the main spring are free, on condition that it remains unique in the performance of its function.

The addition of auxiliary springs is permitted on condition that the main spring of origin be retained unchanged.

The shock absorbers anchoring points may be reinforced.

The fitting of joints of a different type and/or material is authorised.

...the key thing to remember is that suspension modification is not unlimited. To be considered valid all non-homologated modifications and parts are subject to FIA policy that the competitor is responsible to provide proof of 'use in period in FIA International Competitions' in the event of a protest situation.

5. WEIGHT

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

6. TECHNICAL WAIVER SYSTEM

Objectives

- *Technical Waivers provide a system by which **exceptionally** mechanical component or assembly variations not in accordance with manufacturer original production, homologated 'variant option' or EASCR Appendix B specifications may be used without protest risk.*
- *Technical Waivers are published to the EASCR event website and generally circulated to entrants and teams to advertise component(s) or assembly variant requests.*

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- *The acceptance and publication of a Technical Waiver publicises that the Technical Delegate/Chief Scrutineer and a majority of competitors have accepted that the specified technical variation resolves a sourcing, cost or reliability issue.*
- *To provide a medium whereby vehicles having one or more commonly accepted 'in period' technical weakness may contest EASCR with a reasonable expectation of completing the event route.*
- *To recognise that EASCR is a particularly challenging long distance event with regulations which necessarily limits service and support resources which has a recognised consequential effect on the quantity and volume of spare parts each entrant may carry.*
- *To encourage and enable a wide variety of vehicles to contest EASCR event.*

- 6.1 Technical Waiver acceptance is a privilege, not a right which may be withdrawn by the Technical Delegate/Chief Scrutineer subject to a 12 month notice period
- 6.2 A Technical Waiver may benefit one or more specified competing vehicles or may be requested to be apply to any vehicles respecting a specified FIA homologation form. In either instance applicants must include 'intended beneficiary' details within their Technical Waiver request
- 6.3 Entrants or their representative's should submit a Technical Waiver request(s) to the event secretariat for consideration and due processing.
- 6.4 The event secretariat will send the Technical Waiver request to the event Technical Delegate and/or Chief Scrutineer for review and request a provisional approval or rejection decision.
- 6.5 In an instance where the event Technical Delegate and/or Chief Scrutineer decides that a Technical Waiver 'provisional approval' would be inappropriate then applicants will be informed and given the opportunity to adjust their request and / or provide more information.
- 6.6 Where the Technical Delegate and/or Chief Scrutineer deems a Technical Waiver request incomplete the applicant will be invited to revise or withdraw the Technical Waiver request.
- 6.7 When the Technical Delegate and/or Chief Scrutineer is satisfied a Technical Waiver request is reasonable, the request will be deemed 'Provisionally Approved' and the event secretariat will be instructed to publish the document to invite peer comment.
- 6.8 Provisionally approved Technical Waivers will include a publication date, the duration of the probationary period and the name of the provisionally approving event official.
- 6.9 Interested parties may comment or object to a 'provisionally approved Technical Waiver' by writing to the event secretariat (info@eastafricansafarirally.com) and the 'provisional approving' event official thus initiating procedure App B article 6.11
- 6.10 When comment(s) and / or objection(s) are received by the Technical Delegate and/or Chief Scrutineer in response(s) to the publication of a 'provisionally approved Technical Waiver' then the Technical Delegate and/or Chief Scrutineer will respect majority 'interested party' opinion
- 6.11 When comment(s) and / or objection(s) are received by the Technical Delegate and / or Chief Scrutineer as responses to provisionally approved Technical Waiver(s) then the waiver request and its provisional approval will be deemed withdrawn. The Technical Delegate and / or Chief Scrutineer will arbitrate between objectors and entrants or their representatives who may be asked to submit a revised Technical Waiver request for consideration.
- 6.12 The event Technical Delegate and / or Chief Scrutineer and / or the Event Directors and/ or non-competing third parties may submit a Technical Waiver(s) request subject to the process described in article 6.3.
- 6.13 Exceptionally, the event Technical Delegate and / or Chief Scrutineer may accept and final approve a Technical Waiver(s) without consultation in the instance where an entrant or his representative substantially prove historic acceptance of a technical variation which has been used on more than one edition of the EASCR event.
- 6.14 Where an entrant or representative submits a Technical Waiver request between editions of the event and before a substantial 'subsequent event mail list' exists, the secretariat may decide to circulate 'provisionally approved Technical Waivers' utilising the previous events mail list in order to publicise the request reasonably.

Technical Waiver request forms may be downloaded from the event website.

APPENDIX C

ADVERTISING APPENDIX

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.

