



15-18 AUGUST 2024



SUPPLEMENTARY REGULATIONS

www.eastafricansafarirally.com



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1. INTRODUCTION

1.1 Preamble

East African Mini Classic Rally 2024 is organised by East African Safari Rally Limited. The rally is organised in compliance with the EASRL's Sporting and Technical Regulations, 2024 FIA International Sporting Code and its appendices, the National Sporting Regulations these Supplementary Regulations and Appendices, which supersede all other regulations. The National Road Traffic Rules of Kenya shall apply.

In the event any item is not covered by these regulations the FIA Appendix K for Historic Rallies are valid as the regulation for this event. (Applicable to Classic Car Category)

Should any dispute arise as to the interpretation of these regulations, only the Panel of Stewards have the authority to decide.

Any Modifications, amendments and/or changes to these Supplementary Regulations will be announced only by numbered and dated Bulletins (issued by the organiser or the Stewards).

Additional information will be published in Rally Guide, issued on Monday, 6th May 2024. Rally Guide has no regulatory value.

The organizer reserves the right to interpret, change and supplement these Regulations and to cancel part of the itinerary or the complete rally. The organizer does not take any liability for damages and/or losses and/or harms both occurred to Competitors/Crews and/or their personnel and/or their accompanying persons and/or their equipment and caused by them damages and/or losses and/or harms towards third parties, through the whole duration of the Rally. By signing the entry form the Competitor/Crews, his personnel and his accompanying persons declare obey to these regulations as well as to traffic rules, fire safety and other applicable regulations at the Rally route.

1.2 Description of the Route

The event will start and finish in Eldoret '*the Home of Champions*', the fifth largest city in Kenya with varying altitude from about 2,100m above sea level.

The rally will cover a total distance of approximately 1005 km, the competitive stages covering approximately 553Kms retracing many of the classic roads in the Cheregani Hills and Kerio Valley. The Competitive stages are comprised of unsurfaced roads which are 'open' to general traffic and greatest care is recommended.

The Route will be described in a road book in the form of tulip diagrams, the prescribed route will be mandatory. Secret passage controls will be established to ensure compliance.

In the instance of road blockages or mud holes deviations of up to 200 meters as determined by either the tracking system GPS data or by physical measurement by a rally official on either side will be allowed. Exceeding 200 meters from the prescribed route will be deemed as 'leaving the prescribed rally route'.

2. ORGANISATION

2.1 ASN Permit number

KMSF Permit No. 0493

Issued on: 13th March 2024

2.2 Organizers name and contact details

Permanent contact details of the organiser of East African Mini Classic Rally 2024 are:

East African Safari Rally Ltd

P.O. Box 14910-00800

Nairobi, Kenya

E-mail : info@eastafricansafarirally.com

Website: www.eastafricansafarirally.com



Facebook: facebook.com/eastafricansafari
Instagram: theclassicsafari
X: @eastafriancsc
Youtube: @eastafricansafariclassicrally

2.3 Organising committee

East African Safari Rally Ltd & its secretariat.

2.4 Stewards

Chairperson of Stewards	Tanja Geilhausen
Rally Steward	Rohit Bhudia
Rally Steward	Arshad Khan

2.5 Senior Officials

Chairman	Jeet Ghose
Rally Manager	Riyaz Ismail
Event Director	Joash Kibitok
Clerk of Course	Sinder Sudle
Deputy Clerk of Course	Stephen Cheron
Assistant Clerk of Course	Niku Lochab
Secretary of the Event	Ida Tallam
Chief Safety & Security Officer	Mohammed Moti
Deputy Safety & Security Officer	Andrew Keitany
Chief Scrutineer	Viren Goricha
Assistant Scrutineer	Punch Khana
Chief Medical Officer	Dr. V P Singh Chauhan
Competitor Relations Officer	Mwaura Njuguna
Chief Controller & Result Officer	Harry Sagoo
Service Park Coordinator	Bipin Tailor

2.6 HQ – location and contact details

Sirikwa Hotel, Elgeyo Road, Eldoret - [G7CG+75, Eldoret](#)

2.7 Service Park - location and contact details

Central Primary School, Ronald Ngala Street. Eldoret - [G79J+H9 Eldoret](#)

2.8 Communication and the Official Notice Board

During the event, individual and general communication between all Rally Officials (Rally Control/COC, Rally Secretariat, CRO, Stewards, Technical Staff etc.) and the competitors/crew members will primarily and as far as possible be conducted via Sportity App.

As provided for in 2024 FIA International Sporting Code, Art. 11.9.4, the Official Notice Board will be the Digital Notice Board (DNB), available in the Sportity App and published also on the rally website at www.eastafricansafarirally.com. There will be no physical official notice board. All competitors will be informed only by Sportity notifications about the publication of any documents on the Digital Notice Board. Sportity app is downloadable for iOS devices on Appstore and for Android devices on Google Play.





3. PROGRAMME

3.1 Schedule before the rally

Wednesday 31 January		
	Registration of Interest	www.eastafricansafairally.com
Monday 18 March		
	Publication of Supplementary Regulations	www.eastafricansafairally.com
	Opening date for entries	www.eastafricansafairally.com
Monday 6 May		
	Publication of Rally Guide	DNB
Wednesday 31 July		
	Closing date for entries	See Art. 5.1
Thursday 1 August		
	Publication of Entry List	DNB

3.2 Schedule during the rally

Monday 12 August		
09:00-15:00	Administrative Checks and collection of materials and documents	East African Safari Rally Ltd Sapna Business Park, Unit S1, Nairobi
Wednesday 14 August		
12:00-17:00	Opening of Rally Headquarters	Sirikwa Hotel, Elgeyo Road, Eldoret
12:00-17:00	Administrative Checks and collection of materials and documents	Sirikwa Hotel, Elgeyo Road, Eldoret
Thursday 15 August		
08:00-16:00	Scrutineering / Component sealing / Tracker fitment for all competitors	Central Primary School, Ronald Ngala Street, Eldoret
16:30	Stewards Meeting	Sirikwa Hotel, Elgeyo Road, Eldoret
17:00	Publication of Start List for Leg 1	DNB
17:30	Team Managers Briefing	Sirikwa Hotel, Elgeyo Road, Eldoret
18:30	Drivers' Briefing and Welcome drinks	Sirikwa Hotel, Elgeyo Road, Eldoret
Friday 16 August		
06:30	Start of Leg 1	Ronald Ngala Street, Eldoret
18:30	Stewards Meeting	Sirikwa Hotel, Elgeyo Road, Eldoret
19:00	Publication of Start List for Leg 2	DNB
Saturday 17 August		
06:00-20:00	Opening of Rally Headquarters	Sirikwa Hotel, Elgeyo Road, Eldoret
06:30	Start of Leg 2	Sirikwa Hotel, Elgeyo Road, Eldoret
18:30	Stewards Meeting	Sirikwa Hotel, Elgeyo Road, Eldoret
19:00	Publication of Start List for Leg 3	DNB
Sunday 18 August		
6:30	Start of Leg 3	Sirikwa Hotel, Elgeyo Road, Eldoret
As cars arrive	Final Scrutineering	Central Primary School, Ronald Ngala Street, Eldoret
As cars arrive	Ceremonial Finish Podium	Central Primary School, Ronald Ngala Street, Eldoret
After arrival of last car	Stewards Meeting	Sirikwa Hotel, Elgeyo Road, Eldoret
17:00 or earlier	Publication of Provisional Classification	DNB
19:00	Prize Giving Gala and Dinner	TBA



4. ELIGIBLE VEHICLE CATEGORIES

- 4.1 Classic Car Category** conforming to East African Classic Safari Rally Sporting and Technical Regulations, this category is further divided into classes as follows
 - 4.1.1** Class 1 – Upto and including 1600cc
 - 4.1.2** Class 2 – 1601cc upto and including 1800cc
 - 4.1.3** Class 3 – 1801cc upto and including 2000cc
 - 4.1.4** Class 4 – 2001cc upto and including 3000cc
 - 4.1.5** Class 5 – 3001cc and over
- 4.2 Rally Raid Car Category** conforming to **Appendix 1** of these supplementary regulations. This category is further divided into classes as follows
 - 4.2.1** Prototype Class
 - 4.2.2** Modified Class
- 4.3 Classic 4x4 Car Category** conforming to **Appendix 2** of these supplementary regulations.
- 4.4 Standard Production Car Category** conforming to **Appendix 3** of these supplementary regulations.

5. ENTRIES

- 5.1 Closing date for entries**

The closing dates of entries is 31st July 2024 23:59 (CET)
- 5.2 Late Entries**

Late entries will not be accepted.
- 5.3 Entry procedure**

Competitors or Entrants must make their entries by using the electronic rally entry form at www.eastafricansafarirally.com
In addition to submitting the online entry form, the competitors are also required to send the proof of payment of the total amount of entry fees to info@eastafricansafarirally.com before the closing of entries.

By signing/confirming the entry form, the competitor and the crew submit themselves to the sporting jurisdictions specified in the EASRL2024 FIA International Sporting Code and its appendices, EASRL Sporting and Technical regulations, the 2024 National Regulations and these Supplementary Regulations, including all its appendices.

The organizer reserves the right to refuse the entry to a driver, co-driver, or a service member
- 5.4 Number of competitors accepted and classes**

The maximum number of crews will be 50. If more than 50 entries are received the organiser reserves the right to decide which entries will be accepted.



5.5 Entry fees / Entry packages

5.5.1 Classic Cars Category 1

Classic Cars - Early Bird Entry		
Early Bird Entry Fee	\$5,000.00	To be paid on/or before 15 April 2024
Classic Cars - Regular Entry		
Regular Entry Fee	\$6,000.00	
Registration Fee (Non-Refundable)	\$2,000.00	To be paid upon submission of entry
First Installment	\$2,000.00	To be paid on/or before 31 May 2024
Second Installment	\$2,000.00	To be paid on/or before 30 June 2024

5.5.2 Rally Raid Category 2

Rally Raid		
Entry Fee	\$1,500.00	
Registration Fee (Non-Refundable)	\$750.00	To be paid upon submission of entry
Final Installment	\$750.00	To be paid on/or before 30 June 2024

5.5.3 Classic 4x4 Category 3

Classic 4x4		
Entry Fee	\$1,500.00	
Registration Fee (Non-Refundable)	\$750.00	To be paid upon submission of entry
Final Installment	\$750.00	To be paid on/or before 30 June 2024

5.5.4 Standard Production Category 4

Standard Production		
Entry Fee	\$1,000.00	
Registration Fee (Non-Refundable)	\$500.00	To be paid upon submission of entry
Final Installment	\$500.00	To be paid on/or before 30 June 2024

5.5.5 Entry Packages

		Categories 1, 2, 3	Category 4
Vehicle Plates	Service	2	1
	Auxiliary	1	1
Passes	Drivers'	2	2
	Team	4	3
Printed Material	Road Books Set	1	1
Driver and Co-Driver Clothing pack		1 Set	1 Set
Gala Dinner Passes		6	6

5.6 Payment details

All entry fees must be paid by bank transfer, details to be obtained from

info@eastafricansafairally.com

Any bank charges incurred must be paid by the competitors in addition to the entry fees.

Please ensure that the competitor's name and account holder are included as reference on all bank transfers.

Cheques are not accepted.



5.7 Refunds

Entry fees/Installments paid will not be refunded after 15 June 2024

If the organisers cancel the event, the entirety of the entry fee will be refunded

Entry fees will be partially refunded minus the registration fee only:

- to candidates whose entry has not been accepted
- The organiser may partially refund entry fees if a competitor cannot take part in the event due to a duly proven case of force majeure. This must be applied for in writing to info@eastafricansafarirally.com, giving the reason of withdrawal, before 31 July 2024.

5.8 Allocation of Start Numbers

The allocation of door numbers will be based on previous events seeding, alternatively competitors may choose a number of their choice upon payment of registration fee.

6. INSURANCE

6.1 General

Competitors' and/or drivers' attention is drawn particularly to the fact that Kenyan Law requires all vehicles driven on a public road to be insured against Third Party Risks. It is the Competitors' and/or Drivers' responsibility to ensure that they are properly covered. Proof of Third-Party Insurance will be required at the time of Scrutineering.

The organiser has engaged an official insurer for the event, for further details contact info@eastafricansafarirally.com

6.2 Description of insurance cover

Each competitor must have an insurance policy for the vehicle he competes in, at competitor's requests, the Organiser will take out an additional insurance valid for the period of the rally at competitor's expense. The service and team vehicles, even those bearing plates issued by the Organiser, may never be considered as official participants in the rally. They are therefore not covered by the insurance policy of the rally and will remain the sole responsibility of their owners.

6.3 Organizer's liability insurance

The Organiser provides a public and products liability insurance with the cover of Kshs. 50,000,000.00 per any one occurrence for the duration of the rally.

6.4 Duration of the insurance coverage

The insurance, for all competitors, will become effective at the start of procedure for car scrutineering. The insurance ceases at the end of the event (Sunday, 18 August 2024 / Parc Fermé - In) or at the end of post-event scrutineering (for the selected cars), in the case of withdrawal, disqualification or exclusion from the rally. In the case of final withdrawal, the time considered will be the closing time of the following TC. Cars having retired and restarting the next day shall not be considered to have permanently retired.

6.5 Damage caused to the third party

Competitors are reminded that only damage caused to third parties by the Organisers and the entered drivers is covered by the insurance policy taken by the Organisation. Injury to the drivers themselves or damage to participating cars is not covered by this insurance. By submitting their entries, the competitors, drivers, and car owners waive any claims or rights to pursue action for damages in connection with the event against the Organiser. In case of an accident, the competitor or their representative must notify the Secretary of the event as quickly as possible and within 24 hours. They must explain the circumstances under which the accident occurred, eventual causes and consequences. Likewise, they must mention the names and addresses of any witnesses. They must also mention the names and addresses of any injured people.



6.6 Limitation of indemnity

The Organiser declines any liability concerning the consequences caused by any fraudulent action taken by the competitor, may this be against the rules and regulations of the rally or against the laws of the country. Any service and team vehicles, even those bearing the official identification of the organiser, may under no circumstances be considered as official participants of the rally, hence their insurance policies remain the sole responsibility of the owner.

7. ADVERTISING AND IDENTIFICATION

7.1 Restrictions

All political, religious, or abusive advertising is forbidden. Advertising of tobacco or tobacco products is forbidden.

7.2 The compulsory organizer's advertising

The compulsory organizer's advertising on the doors, roof and rear window plates are as stipulated in Appendix 5 of these Supplementary Regulations.

7.3 Identification

Competition numbers and rally plates will be provided by the organiser. See also Appendix 5. Numbers and rally plates must be affixed on the rally car before the car is brought to scrutineering and must be visible throughout the duration of the rally.

8. WHEELS AND TYRES

8.1 Tyres specified for use during the rally

Studded tyres and slicks are not permitted

Wheel rim diameter may not exceed 15" (Not applicable for Categories Rally Raid & Classic 4x4)

Tyre diameter may not exceed 670mm (Not applicable for Categories Rally Raid & Classic 4x4)

8.2 Quantity of tyres

There is no limitation on tyres

9. FUEL

9.1 Fuel must conform to normal pump fuel and AvGas as available in East Africa, octane enhancers are permitted.

Use of racing fuels is **NOT** permitted.

10. RECONNAISSANCE

10.1 Reconnaissance is **NOT** permitted. Any crew or advance vehicles found on the rally route may be penalised.

11. ADMINISTRATIVE CHECKS

11.1 Document checks will be done online, before the event. Drivers and co-drivers are not required to report personally to the administrative checks. Each Competitor shall nominate in advance to the Organiser one authorised representative to complete the administrative checks.



12. SCRUTINEERING

12.1 General

Presentation of a vehicle for Scrutineering is considered an implicit statement of conformity. Scrutineering carried out before the start of the rally will be of a general nature to ensure general conformity with the Category and Classes entered, essential safety items are carried and conformity with the national Traffic Law. It is the responsibility of the entrant to ensure that they entry in the correct category and class.

12.2 Venue and Timetable

Scrutineering / Component Sealing & fitting of tracking console of all cars:
Venue: Central Primary School, Ronald Ngala Street, Eldoret
Date and time: Thursday 15th August from 8:00 onwards

12.3 General requirements

12.3.1 Competition numbers and rally plates (as well as the organiser's advertisement) must be affixed to cars in the stated positions prior to scrutineering. See Art. 5.

12.3.2 All cars must have homologation papers available at scrutineering.

12.3.3 The engine block and chassis must be sealed or marked. These components are not allowed to be changed during the event. The scrutineers may check seals and/or sealing markings at any time and at the end of the rally may disassemble the parts to check conformity.

12.3.4 Under no circumstances may the chassis be changed.

12.3.5 After scrutineering, if a car is found not to comply with technical and/or safety regulations, the Stewards may set a deadline to comply with the requirements otherwise start in the event may be refused.

12.3.6 The winners of Classic category class will undergo post event scrutineering. Engines may be opened in order for the bore and stroke to be measured. Other vehicles may be selected at the discretion of the Scrutineer.

12.4 Mud flaps

Fitting of transversal mud flaps (all wheels) is mandatory in conformity with Appendix J, Art. 252.7.7.

12.5 Drivers' safety equipment

At scrutineering competitors must produce

- FIA approved safety helmets
- FIA approved FHR devices
- Two reflective warning triangles
- Approved and valid first aid kit
- Two fire extinguishers of 2kg each, securely fastened.
- Displayed valid insurance certificate
- SOS/OK board

12.6 National and specific regulations

- Competing cars must be equipped with a first aid kit, fire extinguisher and two reflective triangles.
- All competing cars must have an audible horn fitted that can be used to warn any stray animals on the special stages of an approaching car.



12.7 Safety tracking device

All competitors must make provisions in their rally cars for the installation of the Geotraq Safety Emergency Console System, and the system must be installed before the car is brought to scrutineering.

For installation and operating instructions see Appendix 5.

Deposit of \$300 will be collected for the rally safety tracking equipment.

The Geotraq Safety Emergency Console System devices must be removed in the final parc fermé. Should a crew retire, the equipment must be returned immediately to the organiser.

13. OTHER PROCEDURES

13.1 Official time used during the rally

Official time throughout the entire rally will be that of GPS (UTC time + offset to local time).

13.2 Drivers Briefing

At the briefings prior to Leg 1 of the event, the participation of at least one crew member is compulsory.

Briefings for Legs 2 and 3 may be substituted by communication of written briefing notes on the DNB and/or broadcasted through the communication channels between the organizer and competitors.

13.3 Reconnaissance

As from the publication of the Supplementary Regulations, the presence of a competitor, or anyone connected with a competitor, on any part of the itinerary of an event is prohibited.

13.4 Re-start after retirement

Any crew which has failed to complete a Leg will be assumed to Re-start the event from the start of the next Leg unless they confirm otherwise in writing to the Clerk of the Course. The crew may nevertheless be allowed to Re-start from the next stage after approval from the Clerk of the Course following their due times and maximum permitted lateness.

This shall apply to any vehicle which has not been classified on the grounds of exceeding the time limit or has failed to report to a control but shall not apply where the vehicle has been disqualified for breach of eligibility requirements, traffic infringements or by a decision of the Stewards.

13.5 Check-in procedure

Any difference between the actual check-in time and the target check-in time shall be penalized as follows:

- For late arrival: 1 minute per minute or fraction of a minute
- For early arrival: 2 minute per minute or fraction of a minute

13.6 Authorized advance control

At the time control at the end of a leg, crews are authorized to check-in ahead of the time without incurring a penalty.

13.7 Maximum permitted lateness at a TC

At a time control, any lateness exceeding 30 minutes of any individual target time will result in the competitor concerned being considered to have retired at that control, and the competitor will receive a fixed penalty. If this occurs at the last time control of a leg, the competitor will be penalized with a missed TC only. In calculating such lateness time, the actual time and not the penalty time (one minute per minute) applies. The crew may nevertheless re-start the rally under the provisions specified in these regulations.



13.8 Start procedure

At each Start, there will be electronic starting device with green light. The device may be coupled with a photocell responsible for detection of false starts. The photocell will be placed about 50 cm beyond the start line. The display will be placed so to be well visible to a Crew sitting in a vehicle on the starting line. The vehicle with the Crew is placed at the start line. The starting device continuously counts down the last 10 seconds to the moment of the green light. Numbers are shown in the sequence: 10, 9, 8, 7, 6, 5, 4, 3, 2, 1 and the green light. The green light will stay on for 5 seconds. Within 20 seconds from the start of the green light, the Crew must start.

13.9 Recovery vehicles

Organisers Recovery vehicles may be positioned at selected points in the special stages to tow any stuck cars to an area clear of the special stage solely for the purpose to keep the track clear. The competing crew may restart the car and continue on the special stage without any additional penalties. These vehicles have no other purpose than to clear the track and are not a replacement to MIV or TIV vehicles.

13.10 Control procedures and timecard handling

The Timecards for each Leg will be issued at Parc Ferme out each morning. Any writing on the time cards can only be done by the rally officials, except filling in the car number and markings on the boxes reserved for competitor's use.

13.11 Start order for the rally

The Organisers will establish the starting order for the first day of the rally. Competitors will be reseeded daily in the classification order with faster drivers repositioned by the Clerk of Course. The start order will be determined by reviewing the average stage times of each day. If a competitor has had a mechanical breakdown on a stage, it will be omitted from the decision made towards their start order.

13.12 Starting intervals

The starting intervals will be 3 minutes.

13.13 Flexi Service

3 min mandatory holding applies, flexi service thereafter up to and not later than 23:00hrs. (E.g, your car's latest time out of holding shall not exceed 21:00 hrs.) penalties applicable thereafter. Maximum holding time permitted is up to 2 hours only.

When the service commences, the start time of actual service will be marked on the time card by the rally official, it is the competitor's responsibility to obtain this time from the rally official. The competitor is likewise responsible likewise for all entries on that time card.

Early check-in at the time control after flexi-service is permitted without penalty.

13.14 Overnight Parc Ferme

Central Primary School, Ronald Ngala Street, Eldoret

13.15 Image Right

Each of the Event Participant acknowledges that their participation in the Event authorizes the Organiser and its assignees or other qualified parties to capture and retain, on any medium and by any means, and to subsequently reproduce and represent, without remuneration of any kind, their first and last name, voice, image, biography and more generally their sports performance within the framework of the Event as well as the trademark(s) of their equipment manufacturers and sponsors in any form, on any existing or future medium, in any format, for any communication to the public throughout the world, for any use including for advertising and/or commercial purposes and for no other limitations than those indicated below.



East African Safari Rally Limited is the sole owner of all the East African Mini Classic Rally 2024's commercial rights. As such, the Organiser has full and exclusive ownership of all the images and audio captured during the Event, on the route and also in all areas under the Organiser's control: Departure-arrival areas, parc fermé, service park, interview areas, protocol podiums, technical and administrative checking areas, etc.

14. IDENTIFICATION OF OFFICIALS

14.1 IDENTIFICATION OF OFFICIALS

The post chiefs and other officials will be identified with tabard as follows:

Senior Officials:	Red
Stage Safety Marshal:	Orange
Time Control Officer:	Blue
Medical:	White
Media:	Green
Scrutineers:	Black
Competitor Relations Officer:	Red with white lettering

15. PRIZES

15.1 Classic Category

Classic Category Winner – Free entry into Main Classic Event 2025
Classic Category First Runner Up – 50% off entry fee into Main Classic Event 2025
Classic Category Second Runner Up – 25% off entry fee into Main Classic Event 2025
Class 1 - First, Second and Third
Class 2 - First, Second and Third
Class 3 - First, Second and Third
Class 4 - First, Second and Third
Finishers Trophies

15.2 Rally Raid Category

Rally Raid Category Winner – Free entry in the next edition of the Mini Classic
Rally Raid Category First Runner Up – 50% off entry fee in the next edition of the Mini Classic
Rally Raid Category Second Runner Up – 25% off entry fee in the next edition of the Mini Classic
Prototype Class - First, Second and Third
Modified Class- First, Second and Third
Finishers Trophies

15.3 Classic 4x4 Category

4x4 Category Winner – Free entry in the next edition of the Mini Classic
4x4 Category First Runner Up – 50% off entry fee in the next edition of the Mini Classic
4x4 Category Second Runner Up – 25% off entry fee in the next edition of the Mini Classic
Finishers Trophies

15.4 Standard Production Category

Standard Production Category Winner – Free entry in the next edition of the Mini Classic
Standard Production Category First Runner Up – 50% off entry fee in the next edition of the Mini Classic
Standard Production Category Winner – 25% off entry fee in the next edition of the Mini Classic
Finishers Trophies

Any incentive awards towards the main classic 2025 event or the next edition of the mini classic, cannot be transferred to any competitor or transferred to any other year.



16. FINAL CHECKS AND PROTESTS

16.1 Final checks

Post-rally scrutineering will take place on Sunday, 18 August immediately after the final TC. Cars subject to final checks (COC Communication notified to the competitor concerned at the finish TC) must have one representative of the competitor as well as mechanics and proper equipment (in case of dismantling) present at the final checks.

16.2 Protest deposit

The protest deposit is \$200.00

If a protest requires the dismantling and reassembly of a clearly defined part of the car (engine, transmission, steering, braking system, electrical installation, bodywork, etc.), an additional deposit may be specified by the Stewards in accordance with Art. 13.4.3 of the 2024 FIA International Sporting Code.

The expenses incurred in the work and in the transport of the car shall be borne by the claimant if the protest is unfounded, or by the competitor against whom the protest is lodged if it is upheld.

If the protest is unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the amount of the (additional) deposit, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned.

16.3 Appeal deposit

The National Appeal Deposit is \$500.00



APPENDICES

APPENDIX 1 – SPECIFIC TECHNICAL REGULATIONS FOR RALLY RAID CATEGORY

APPENDIX 2 – SPECIFIC TECHNICAL REGULATIONS FOR CLASSIC 4X4 CATEGORY

APPENDIX 3 – SPECIFIC TECHNICAL REGULATIONS FOR STANDARD PRODUCTION CATEGORY

APPENDIX 4 – COMPETITORS RELATIONS OFFICER

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APPENDIX 6 – DRIVERS' SAFETY EQUIPMENT

APPENDIX 7 – SAFETY TRACKING SYSTEM – INSTALLATION AND OPERATING INSTRUCTION



APPENDIX 1 – SPECIFIC TECHNICAL REGULATIONS FOR RALLY RAID CATEGORY

The Rally raid category vehicle eligibility will conform to the National Regulations 2024, Appendix B Art 5.1 and the following classes will be in this category.

Prototype Class

- a. Chassis & Body – Free
- b. Engine – Free
- c. Gear Box - Free
- d. Suspension – Free
- e. Weight – Over 750kg excluding the crew
- f. Tyres - Free

Modified Class

- a. Chassis & Body – Production chassis, strengthening and lightening is permitted. Body may be lightened.
- b. Engine – Free
- c. Gear Box - Free
- d. Suspension – Mounts may be modified, although same type of suspension for chassis to be maintained (e.g a Range Rover chassis to retain live axles)
Shocks - Free, one extra shock absorber may be fitted per wheel. A coil-over is permitted on second shock.
- e. Weight – Over 750kg excluding the crew
- f. Tyres – Free



APPENDIX 2 – SPECIFIC TECHNICAL REGULATIONS FOR CLASSIC 4X4 CATEGORY

The classic era 4x4 vehicles manufactured before 31 December 1985, normally aspirated are eligible in this category.

- a. Chassis & Body – Standard chassis and body, however some strengthening is allowed within reason e.g. stitch welding shell and chassis.
- b. Engine – Standard Engine
- c. Gear Box - Standard
- d. Suspension – Mounts must be in the standard position although may be strengthened.
Springs – Free, although the type to be same.
- e. Weight – Over 750kg excluding the crew
- f. Tyres – Free
- g. Roll bars are compulsory, minimum six points in accordance with FIA Appendix J
- h. Rally bucket seats is mandatory
- i. Seat belts to be of minimum four-point design



APPENDIX 3 – SPECIFIC TECHNICAL REGULATIONS FOR STANDARD PRODUCTION CATEGORY

Two wheel or four-wheel drive vehicles, normally aspirated cars, station wagons and Pick Up's built up to and including early to mid 1990's. Selected examples of cars: Subaru 2/4WD normally aspirated, Datsun 1200 p/up, Peugeot 504's, Datsun 1200cc to 2800cc, Toyota Corollas, VW Golfs 8 and 16v, Mitsubishi Lancers, etc. The objective is to enable entrants to gain the entry into the sport, any competitor wishing to enter cars after the stipulated period, can apply to the secretariat for consideration.

Standard Production technical modifications allowed:

- a. Suspension: upgraded suspension to coilovers is allowed to a 'historic damper' but canisters are not allowed.
- b. Brakes: Changing the brakes to fit the upgraded suspension stub axle is allowed. Replacing 2 pot with 4 pot calipers is allowed as is ventilated discs. The drums can be changed to discs.
- c. Body: Strengthening is allowed and recommended. Rear seats may be removed. Sump, Diff, and other guards are encouraged.
- d. Fuel tank: Standard fuel tanks are allowed however a separating bulkhead must be constructed separating the tank from the crew. Electric fuel pumps are allowed. Fuel pipes passing through the cockpit must not have any joints and must be of an approved fuel pipe specification.
- e. Tyres and Rims are free however must be in line with the spirit of the event (15" maximum).
- f. Rear axle (*where rear wheel drive is applicable*): Diff ratios and LSD's are free for both FWD and RWD however the Diff Tube pick up/attachment points must remain as homologated or supplied by manufacturer but can be strengthened and the CWP housing may be increased by 10% over standard.
- g. Electronic ignition systems are allowed.
- h. Cars must have rear mudflaps and must be 10cm off the ground. Fronts are optional.
- i. Adjustable steering column levers must be removed. The operation must only work with the use of tools if the system is still in place and not welded.
- j. Gearboxes must remain standard. No dogboxes or sequential arrangements permitted.
- k. Fuel distribution remains the same as engine manufacturer. No EFI conversions or Weber carburetor conversions (unless they came with the car like Alfa Romeo).
- l. Fuel injection ECUs must remain standard. No chips, no piggy backs and no mapping permitted.
- m. Fuel : must be pump fuel only. No avgas, no racing fuel and no toluene. Additives may be permitted.
- n. Bonnet locks and catches must be removed and replaced with a quick release system.
- o. Exhaust silencers may be removed.
- p. Internal heaters and fan units may be removed.
- q. In the case of a panel van or station wagon, the spare wheel/ wheels must not be able to reach the crew in the event of a crash. The safety cage construction must ensure this.
- r. All metal body panels must remain as standard manufactured. No carbon fibre or fibreglass permitted.



- s. Rally Seats, Roll Cage, fire extinguishers, seat belts and navigation equipment are mandatory. Do not have to be full FIA. Can be out of date, scrutineer's discretion to allow.
- t. Local safety cages installed must seek prior approval of the technical delegate. Provision will be made where the delegate can visit workshops.
- u. Fly off handbrake and other driver comfort equipment allowed and encouraged
- v. Cars must be road legal and insured.
- w. Anything to make the crew safer is encouraged and allowed including dash, gauges, perspex, electrical cut off switches etc.



APPENDIX 4 – COMPETITORS RELATIONS OFFICER (CRO)



Name: Mwaura Njuguna

Cell No: +254 704 810000

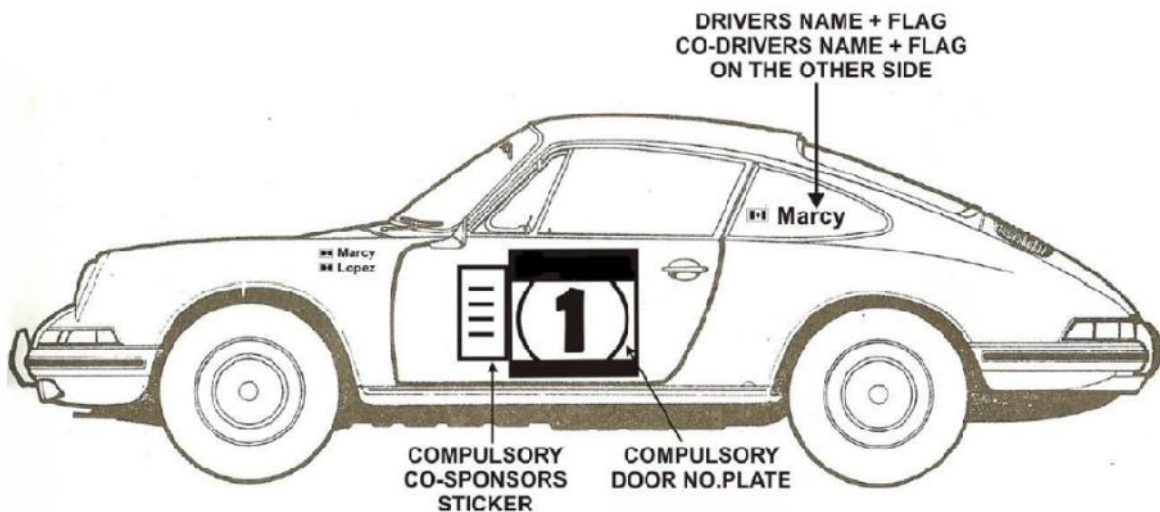
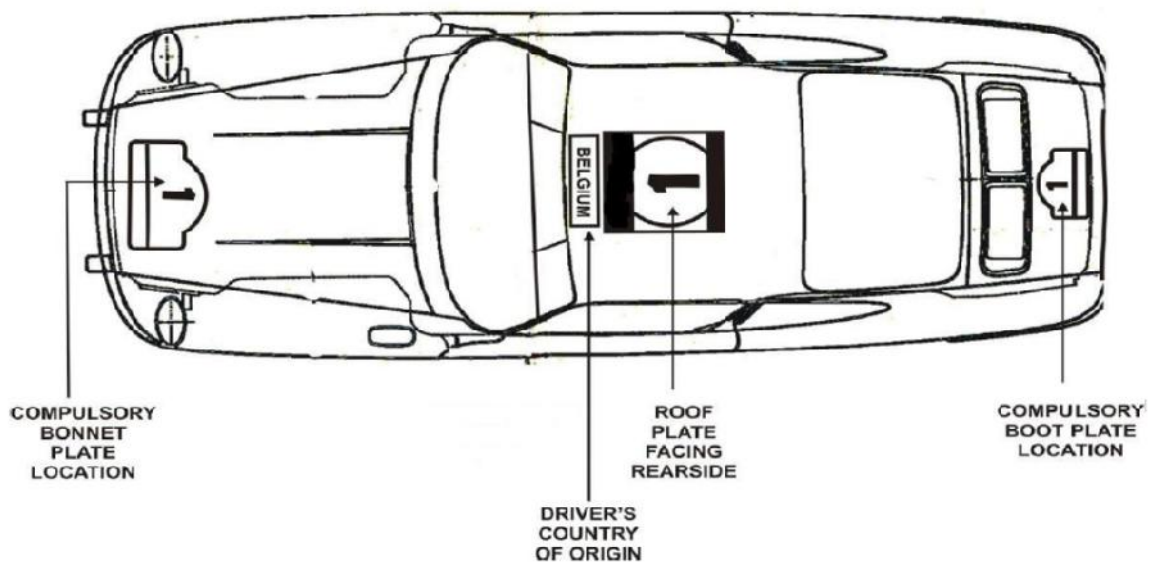
Email: cro@eastafricansafarirally.com

CRO SCHEDULE:

Thursday 15 August	
07:30 – 20:00	Sirikwa Hotel, Elgeyo Road, Eldoret
Friday 16 August	
06:00 – 20:00	Sirikwa Hotel, Elgeyo Road, Eldoret
Saturday 17 August	
06:00 – 20:00	Sirikwa Hotel, Elgeyo Road, Eldoret
Sunday 18 August	
06:00 – 18:00	Sirikwa Hotel, Elgeyo Road, Eldoret

APPENDIX 5 – COMPETITION NUMBERS AND ADVERTISING

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.





APPENDIX 6 – DRIVERS' SAFETY EQUIPMENT

It is **mandatory** for both crew to wear valid racing helmets and frontal Head Restraint devices.

It is recommended to wear safety overalls, long underwear, balaclava, socks and shoes. Waiver on clothing will only be approved upon the drivers submitting a disclaimer form on clothing available on the website.

The disclaimer form is to be presented during the administrative checks.



RALLY SAFETY SYSTEM

QUICK SELF - INSTALLATION MANUAL (CAR / SSV / TRUCK)

**FOLLOW THE INFORMATION BELOW ON HOW
TO INSTALL THE SYSTEM BEFORE GOING TO SCRUTINEERING**

Version released on 12.03.2024

STEP 1 – GET FAMILIAR WITH THE SYSTEM COMPONENTS

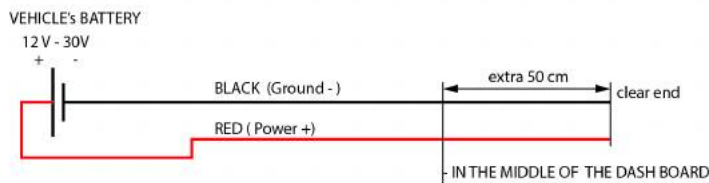


NOTE: If needed we can provide an additional extension cable to place the radio antenna on a better position.

- **IMPORTANT! NO CUTTING OF CABLES, MODIFICATION OF CONNECTORS OR OTHER INTERFERENCE IN THE SYSTEM COMPONENTS IS ALLOWED! ANY DAMAGE TO THE EQUIPMENT MUST BE PAID ACCORDING TO THE GEOTRAQ PARTS LIST!**

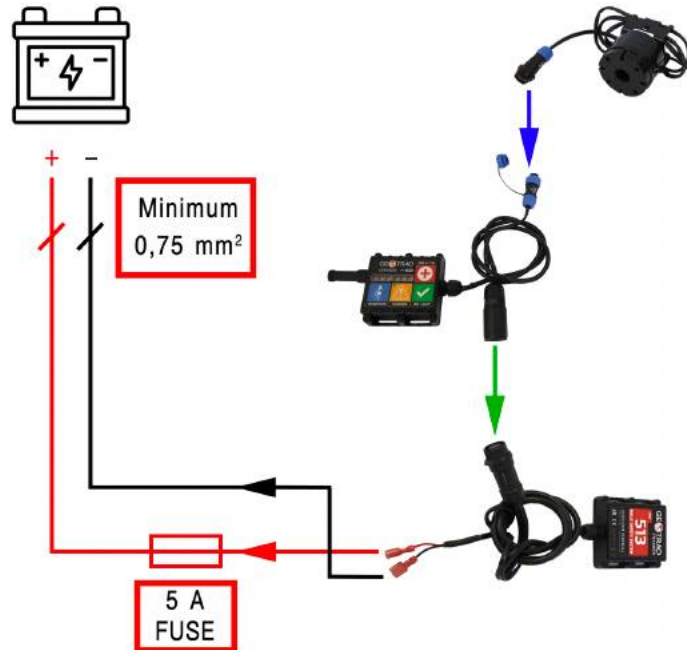
STEP 2 – PREPARE POSITIVE AND NEGATIVE CABLE FROM THE BATTERY TO THE DASH BOARD AND INSTALL INSULATED TERMINAL CONNECTORS (ONLY THOSE SUPPLIED BY THE ORGANISATION)

- **IMPORTANT! THE BATTERY MASTER CUT-OFF (KILL) SWITCH MUST NOT DISCONNECT THE POWER SUPPLY FOR THE RALLY SAFETY SYSTEM.**
- It is the responsibility of the competitors alone to provide, **DIRECT POWER SUPPLY** from the vehicle's battery according to the drawings provided.
- The power cables **MUST** be "flexible" (multi wire), insulated cables – 2 x min 0.75 to 1.25 mm² (WITH RED for positive (+) wire and BLACK for negative (-) wire insulation color).
- The connection **MUST** have an IN-LINE FUSE - "BLADE TYPE" of 5A.



FEMALE INSULATED
TERMINAL CONNECTORS

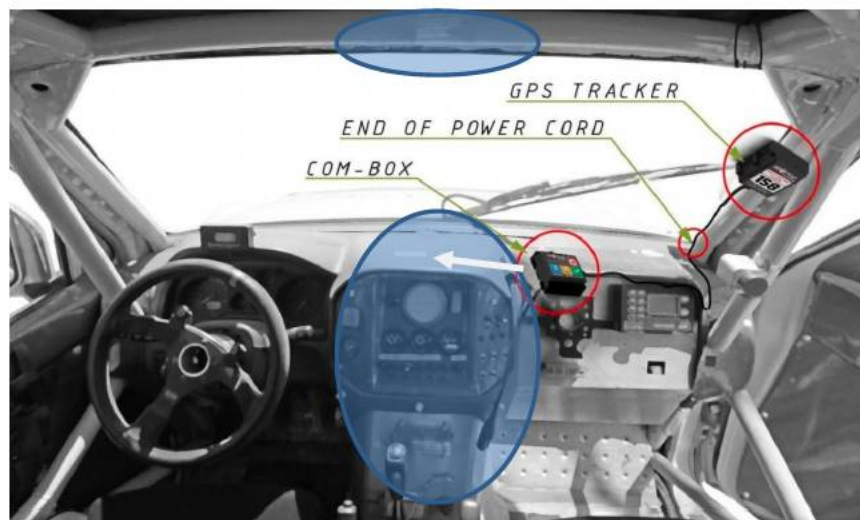
STEP 3 – MOUNTING THE SYSTEM - OVERVIEW



Overview of the system connections.

- You will receive two 6,3 mm female quick plug terminals for the power connection. **If you have old terminals, discard them and use the provided new ones!**

- IMPORTANT! USE ONLY THE PROVIDED QUICK PLUG TERMINALS! DO NOT USE YOUR OWN!**
- IMPORTANT! USE PROPER TOOLS TO CRIMP THEM!**

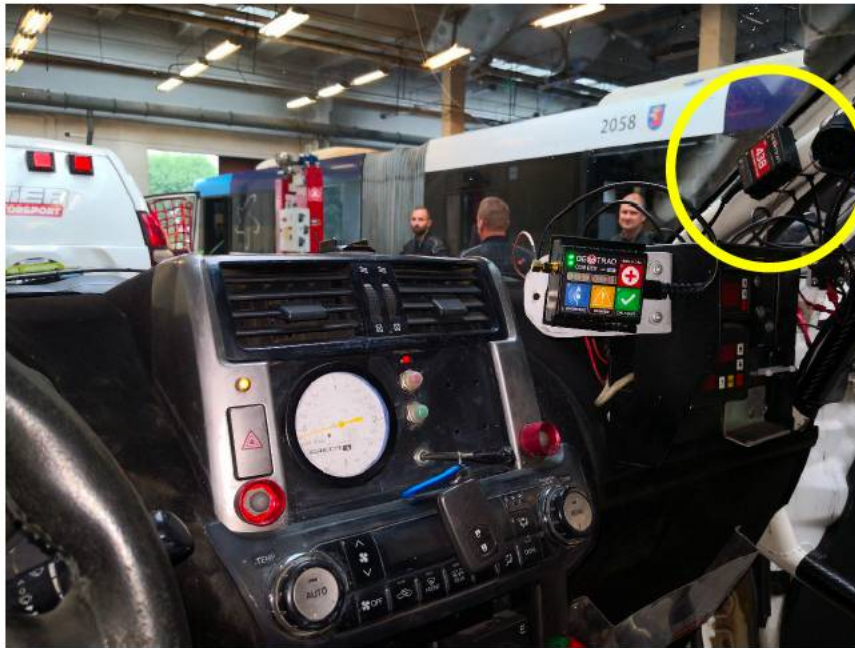


Following a change in the regulations, the 'Com-box' must be mounted in a central location as per indicated areas in blue, to enable both driver & co-driver to be able to reach the SOS button from their seat with seatbelts on. Shown are the mounting positions of the system components.

STEP 4 – MOUNT THE GPS TRACKER ON THE PROPER POSITION

- The best position is the “A-pillar” of the roll cage, or the horizontal member of the roll cage, with the tracker facing upwards.

- **IMPORTANT! THE GPS TRACKER MUST HAVE VISIBILITY TO THE SKY (NO METAL ON TOP OF THE DEVICE)**
- **IMPORTANT! INSTALLATION IS DONE WITH CABLE TIES THROUGH THE HOLES OF THE BASE OF THE DEVICE**
- **IMPORTANT! POSITION THE DEVICE IN SUCH A WAY THAT NO DIRECT DAMAGE CAN BE DONE!**



Installation of the GPS TRACKER on the roll cage “A-pillar” of a Car using cable ties.

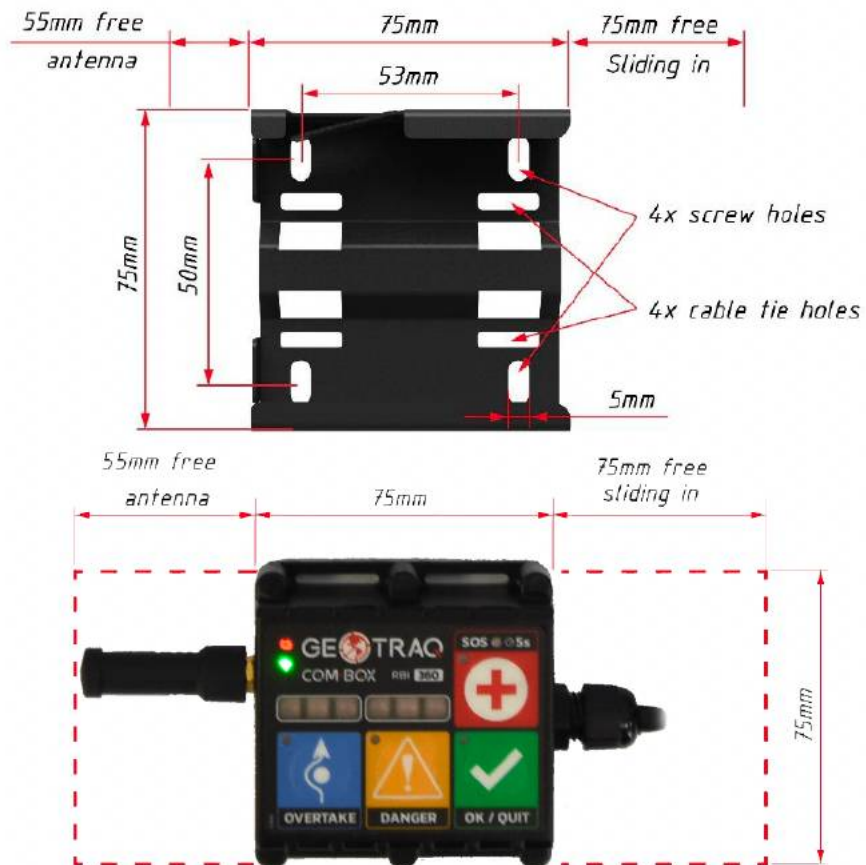
STEP 5 – MOUNT THE COM-BOX MOUNTING BRACKET AND INSERT THE COM-BOX UNIT ON THE PROPER POSITION

- You can bolt the mounting bracket as shown in the graphics below, or you can use industrial grade velcro or double-sided tape to stick it to a good surface or use cable ties to fix it to a central location on the dashboard or to the overhead tube of the roll cage above the centre of the dashboard.
- If needed, additional opening can be drilled to fix it on the required position.

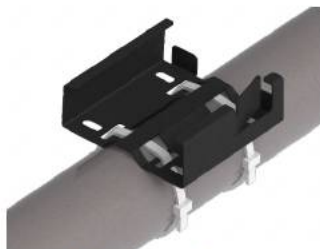
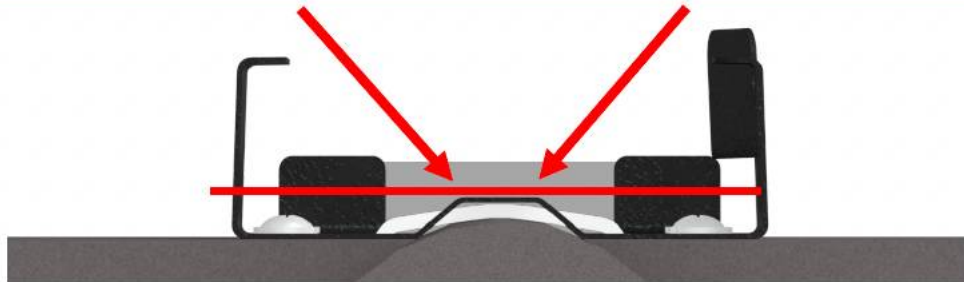
- **IMPORTANT! THE COM-BOX MUST BE IN REACH OF THE DRIVER / CO-DRIVER TO OPERATE THE BUTTONS!**
- **IMPORTANT! ENSURE THERE IS SUFFICIENT SPACE AT THE SIDE OF THE UNIT TO ENABLE THE ANTENNA / EXTENSION TO BE FITTED AND SLIDE THE UNIT INTO THE BRACKET!**



Installation of the Com-Box unit with bracket on the dashboard using bolts. This must be in a **CENTRAL** location and not as indicated above, only in front of the co-driver.



IMPORTANT! No bolt/screw heads or cable/zip ties can protrude over the red line as marked below.



Cable / zip tie fixture



Screw / bolt fixture



Com-Box unit installed in bracket

- When the mounting bracket is securely installed, you can slide-in the Com-Box unit in.
- When slid in you MUST lock the device in place by pushing the top locking mechanism.



IMPORTANT! THE ANTENNA NEEDS AT LEAST 55mm ON ALL SIDES TO WORK PROPERLY! MAKE SURE NOT TO PLACE IT RIGHT NEXT TO OTHER METAL COMPONENTS!

STEP 6 – CHECK THE STATUS OF THE RALLY SAFETY SYSTEM.

- First, make sure the antenna is connected (optional extension cable and antenna)
- Second, check the blue connectors (buzzer) are tight
- Third, check the connection of the black connectors between the GPS Tracker and the Com-Box unit
- Finally check the connection of the 2 power terminals (positive and negative)

IMPORTANT! WHEN CONNECTING THE POWER TERMINAL MAKE SURE YOU HAVE THE PROPER POLARITY – RED is POSITIVE, BLACK is NEGATIVE!

IMPORTANT! IF ALL THE COMPONENTS ARE CONNECTED PROPERLY, THE COM-BOX UNIT WILL DISPLAY A “GREEN STATUS” ON THE BATTERY ICON AND “BLUE/GREEN STATUS” on the RADIO ICON

STEP 7 – FINAL INSPECTION AT SCRUTINEERING

- Install the cables loosely using only a few cable ties and in such a way that they can be clearly checked at scrutineering.
- Only **after** you receive **APPROVAL** from the Scrutineer and/or the GPS Technician, you can fully fasten the cables onto the vehicle using cable ties. **DO NOT** overuse cable ties!
- **DO NOT** use insulating or any other tape to group the cables.

- **IMPORTANT! DO NOT PLACE THE CABLES FOR THE SYSTEM IN DIFFICULT OR HIDDEN PLACES (INSIDE THE DASHBOARD OR HARD TO REACH LOCATIONS). THE INSTALLATION WILL BE CHECKED TO ENSURE THE SYSTEM AND ADDITIONAL COMPONENTS ARE PROPERLY INSTALLED AND OPERATIONAL AT SCRUTINEERING AND IF REQUIRED, YOU WILL NEED TO REROUTE THE WIRING.**

STEP 8 – WATCH THE VIDEO OF HOW TO USE THE SYSTEM

BATTERY STATUS

- - EXTERNAL POWER
- - NO EXTERNAL POWER
- - (BLINKING) INT. BATTERY EMPTY

RADIO STATUS

- - RADIO OK
- - SLEEP MODE, NO RADIO

OVERTAKE FUNCTION

DANGER BEACON



EMERGENCY SOS BEACON

- PRESS AND HOLD UNTIL ACTIVATED

CONFIRM / QUIT BUTTON

- On the following link, you can learn how to operate with the Com-Box:

<https://www.youtube.com/watch?v=6hSXuu6DcyE>





STEP 9 – RETURNING THE SYSTEM

When it's time for you to return the system from your vehicle you **MUST** do this in the following order:

- First disconnect the negative (-) wire, then disconnect the positive (+) wire from the cable from your vehicle's battery at the female quick connect terminals.
- Second disconnect the COM-BOX - TRACKER cable
- Third disconnect the Buzzer – COM-BOX cable

• **IMPORTANT! WHEN YOU RETURN THE SYSTEM TO THE GPS DESK, YOUR EQUIPMENT WILL BE CHECKED FOR DAMAGE & DEFECTS AND IF FOUND – YOU WILL BE REQUIRED TO PAY FOR THE DAMAGE TO THE EQUIPMENT ACCORDING TO THE GEOTRAQ PARTS LIST!**



APPENDIX 8 – OK / SOS BOARD

MANDATORY FOR ALL COMPETITORS

SOS / OK Board – (DIN A3 Format) – Mandatory for all competitors.

Please print it in colour in A3 format and prepare it as a part of the equipment for the rally.

Overview for illustrative purposes only.

OK

If you stop on a special stage and **DO NOT REQUIRE MEDICAL ASSISTANCE**,
please display this sign prominently!

SOS

If you stop on a special stage and **REQUIRE MEDICAL ASSISTANCE**,
please display this sign prominently!

APPENDIX 9 – CONTROL SIGNS

1. ZONES DE CONTROLE














1. CONTROL ZONES

CONTROL TYPE TYPE DE CONTRÔLE	CONTROL ZONE (diameter of signs: about 70cm) ZONE DE CONTRÔLE (diamètre des panneaux de signalisation : 70 cm environ)		
Direction of travel Sens du parcours	⇨	⇨	⇨
	YELLOW SIGNS - Zone entry PANNEAUX JAUNES - Début de zone	RED SIGNS - Compulsory stop PANNEAUX ROUGES - Arrêt obligatoire	BEIGE SIGNS - End of zone PANNEAUX BEIGES - Fin de zone
PASSAGE CONTROL CONTRÔLE DE PASSAGE	← 25 m min →	← 25 m →	
TIME CONTROL CONTRÔLE HORAIRE	← 25 m min →	← 25 m →	
TC AT SERVICE PARK ENTRANCE CH ENTREE DU PARC D'ASSISTANCE	← 5 m →	← 5 m →	
TC AT SERVICE PARK EXIT CH SORTIE DU PARC D'ASSISTANCE	← 5 m →	← 5 m →	Usually leads to RA and/or TZ Mène généralement à une aire de ravitaillement et/ou une zone pneumatiques.
TIME CONTROL AND SS START CH ET DEPART D'ES	← 25 m min →	← 50 200 m →	← 25 m →
With optional Tyre Warming Zone Avec Zone de Chauffe des Pneus optionnelle	← 25 m min →	← 500 m min → ← 100 m min → ← 25 m →	
END OF SS FIN D'ES	← 100 m → ADVANCE INDICATION AVERTISSEUR	← min. 200m → FLYING FINISH LINE LIGNE D'ARRIVEE	← 25 m → STOP CONTROL CONTRÔLE STOP
OTHER FIA STANDARD RALLY SIGNS (diameter of the signs: about 70cm) AUTRES PANNEAUX DE SIGNALISATION STANDARD DE LA FIA (diamètre des panneaux : 70 cm environ)			
	WHITE SYMBOL ON YELLOW BACKGROUND SYMBÔLE BLANC SUR FOND JAUNE	WHITE OR BLACK SYMBOL ON A BLUE BACKGROUND SYMBÔLE BLANC OU NOIR SUR FOND BLEU	
TYRE MARKING / CHECKING MARQUAGE / VERIFICATION DES PNEUS			One sign for all tyre operations. Un panneau pour toutes les opérations liées aux pneus
REFUELLING AREA AIRE DE RAVITAILLEMENT			One sign for all refuel operations Un panneau pour toutes les opérations liées aux ravitaillements
SERVICE AREAS AIRES DE SERVICE			One sign for service operations Un panneau pour toutes les opérations liées aux assistances
MEDIA ZONES ZONES MEDIAS			One sign for media zones Un panneau pour les zones réservées aux médias
RADIO POINT POINT RADIO	← 100 m → WARNING SIGN AVERTISSEUR		Radio point Point radio
MEDICAL VEHICLE POINT VEHICULE MEDICAL	← 100 m → WARNING SIGN AVERTISSEUR		Medical Vehicle point Vehicule médical

Les distances devront être respectées dans toute la mesure du possible. Distances shall be respected as near as practically possible.

2. PANNEAUX DE SIGNALISATION STANDARD DE LA FIA

2. FIA STANDARD SIGN BOARDS

<p>TIME CONTROL CONTRÔLE HORAIRE</p>  <p>Color of control zone entry: YELLOW Color of control: RED Couleur de début de zone : JAUNE Couleur du contrôle : ROUGE</p>	<p>SS START DÉPART D'ES</p>  <p>Color: RED Couleur : ROUGE</p>	<p>FLYING FINISH LINE LIGNE D'ARRIVÉE LANCÉE</p>  <p>Color of control zone entry: YELLOW Color of control: RED Couleur de début de zone : JAUNE Couleur du contrôle : ROUGE</p>
<p>STOP CONTROL CONTRÔLE STOP</p>  <p>Color: RED Couleur : ROUGE</p>	<p>PASSAGE CONTROL CONTRÔLE DE PASSAGE</p>  <p>Color of control zone entry: YELLOW Color of control: RED Couleur de début de zone : JAUNE Couleur du contrôle : ROUGE</p>	<p>BEGIN OF MEDIA ZONE DÉBUT DE LA ZONE MEDIAS</p>  <p>Color: BLUE Couleur : BLEU</p>
<p>BEGIN OF SERVICE AREA DÉBUT DE L'AIRE D'ASSISTANCE</p>  <p>Color: BLUE Couleur : BLEU</p>	<p>BEGIN OF TYRE MARKING/CHECKING ZONE DÉBUT DE LA ZONE MARQUAGE/VERIFICATION PNEUS</p>  <p>Color: BLUE Couleur : BLEU</p>	<p>BEGIN OF REFUELLING AREA DÉBUT DE L'AIRE DE RAVITAILLEMENT</p>  <p>Color: BLUE Couleur : BLEU</p>
<p>TYRE WARMING ZONE ZONE DE CHAUFFE DES PNEUS</p>  <p>Color: BLUE Couleur : BLEU</p>	<p>RADIO POINT POINT RADIO</p>  <p>Color of the warning: YELLOW Color of the point: BLUE Couleur de l'avertisseur : JAUNE Couleur du point : BLEU</p>	<p>MEDICAL VEHICLE POINT VEHICULE MEDICAL</p>  <p>Color of the warning: YELLOW Color of the point: BLUE Couleur de l'avertisseur : JAUNE Couleur du point : BLEU</p>
	<p>END OF ZONE FIN DE LA ZONE</p>  <p>Color: BEIGE Couleur : BEIGE</p>	



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