



## **2019 EAST AFRICAN SAFARI CLASSIC RALLY**

**Date:** 12<sup>th</sup> November, 2019      **Time:** 14h00

**Subject:** Bulletin No.3      **Document No.** 1.3

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**From:** The Clerk of the Course  
**To:** All Competitors

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**Number of Pages :** 8      **Attachments:** 0

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**Please note this bulletin supersedes Bulletin No.2**

### **Amendment to East African Safari Classic Rally Event Regulations**

#### **1. EVENT PROGRAM**

OFFICIAL SHAKE DOWN : Tuesday, 26<sup>th</sup> November 2019 from 09h00 to 14h00 at Mombasa Cement, Vipingo

TEAM MANAGERS BRIEFING : Tuesday, 26<sup>th</sup> November 2019 at 18h30 at Baraza Conference Room, Whitesands Hotel

PROLOGUE : Wednesday, 27<sup>th</sup> November 2019 at Mombasa Cement, Vipingo

#### **2. OFFICIALS OF THE RALLY 2.2**

Chairman of Rally Steward : ~~Chris Eden,~~  
Gurvir Bhabra (FIA-STW-019-000107)

Rally Steward : ~~Hellen Muchiri,~~  
Gillian Dykes (MSA 12811)

Rally Steward : ~~TBA,~~ Chris Eden

Asst. Clerk of the Course : Tinu Khan

Asst. Clerk of the Course : Shameer Yusuf



Competitors Relations Officer	: <del>Kunal Patel</del> , Joan Nesbitt
Competitors Relations Officer	: <del>Caroline Tuta Mionki</del>
Competitors Relations Officer	: <del>Kashif Shaikh</del> , Chantal Young
Technical Delegate	: <del>TBA</del> , Jim Heather-Hayes
Chief Scrutineer	: Musa Locho
Results Coordinator	: <del>TBA</del> , Alexander Kovatchev
Press Officer	: <del>TBA</del> , Edwin Kimani, Anwar Sidi
Service Supervisor	: <del>TBA</del> , Any official
2 Day Advance Car	: <del>Surinder Bharaj and Shamer Yusuf</del> , Chris Angell
Sweeper 1	: <del>Hans Seipp</del>
Sweeper 2	: <del>Kavit Dave</del>
Mombasa Coordinator	: <del>Roy McKenzie</del> Reishi Arun
Additional Mobile Marshals (Organizers Assistance Vehicle)	
Team 1	: Dash Patel
Team 2	: Kavit Dave
Team 3	: Dr Assad Mughal
Team 4	: Kamal Bij
Team 5	: Nazir Hakada
Team 6	: Amandeep Singh
Team 7	: Toni Ubhi
Team 8	: Amit Nanda
Team 9	: Mustafa Dossajee
Team 10	: Adin Haq
Team 11	: Feisal Khan

3. Amend 4.2: ~~The Road book described route is mandatory.~~ It is compulsory to follow the itinerary of the road book.

Add 4.2: The organisers have introduced mobile marshal teams and they will be deployed into stages and specifically used to control public traffic movement and act as official organiser assistance vehicles where the need may arise and assist all competitors.

Add 4.2: Outside assistance maybe given by any rally official. Assistance by an official is limited to helping around or over obstacles. This will not include the providing of spare parts or any such motor component.



In addition to this, assistance from spectators will be limited to helping around or over obstacles. This will not include the providing of spare parts or any such motor component.

4. Add **8.16.2: The Organizer also declines any—the entrant’s liability for breach of Laws and Regulations of the Republic of Kenya and that of the Republic of Tanzania.**
5. Add **8.16.8 :**
  - i) Any fraudulent act or proceeding in connection with a competition or motorsport generally.
  - ii) Any proceeding or act prejudicial to the interests of Kenya Motor Sports Federation Limited and or East African Safari Rally Limited or of motor sport generally shall be deemed a breach of the regulations and disciplinary action may be taken against offenders.

Byway of clarification, it is confirmed that the following shall be included in the definition of “prejudicial acts” as per the above:

- Intimidation, either on track or off track.
  - Verbal and or physical abuse.
  - The distribution or publication via email, cell phones text message or internet website and social media of comments which may be deemed abusive and or slanderous and or demeaning and or in appropriate.
  - Acts (including comments and or gestures) which would reasonably be considered by the general public to be offensive or inappropriate.
6. Add **11.10: FUEL:** Fuel is permitted as per appendix K of the international sporting code, article 3.9
  7. Amend **11.13: HELICOPTERS AIR SUPPORT:** The use of helicopters or aircraft during the rally ~~by competitors is discouraged~~ is strictly forbidden.
  8. Add **11.16: GPS DEVICES:** GPS devices are not compulsory but highly recommended.



9. Add **12.5.3a**: Service crews and or registered service vehicle are not permitted on the competitive section under any circumstance. Service crews may not establish 'spares drop points' or leave spares, tyres or fuel at any point along the prescribed route. Penalties applicable refer to article 13.22. Request to enter a competitive stage may be only allowed to recover a rally car but under strict permission from C. of C.

10. Article **12.7.2** and **12.7.3** – Delete entirely.

Amend with:

**12.7.2 SERVICE REGISTRATION:** Each competing vehicle must submit a Service Registration Form to register a maximum of two (2) Service car and one (1) Management car.

Competitors must nominate a maximum of seven (7) mechanics and management crew of two (2). One management crew should be nominated as a team manager.

For Border crossing purposes you are required to declare and provide copy documentations for occupants in the Service and Management Car, and must only be transported in the registered vehicles.

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**

- The registered mechanics or management crew in a Management car may undertake repairs on road side designated service areas where the Service Vehicle (s) is not in attendance.
- 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 judgments.
- It is recommended the management car to be a 4x4 5 door model able to move quickly due to certain days where travel distances are extensive for service crews.



**11. Amend 12.11: COURSE OPENING ZERO CARS AND SWEEPERS**

**MOBILE MARSHALS** The organisers will provide course opening car or cars and ~~a course sweeper~~ mobile marshals who will act as course sweepers.

**12. Add 12.14: SPEED CONTROL ZONES**

12.14.1 **SPEED CONTROL ZONES** may be established in either Competitive or Transport sections by way of a displaying a rally sign board.

12.14.2 Competitors may not claim to be unaware of either entering or exiting speed control zones.

12.14.3 **ENTERING SPEED CONTROL ZONES:** The start of a speed control zone registered in the GPS tracking system will be indicated in the road book by a box with signs described in the table of signs. To validate entry into the Zone competing vehicles must pass within 30 meters radius of the waypoint. Penalties for missing waypoints apply.

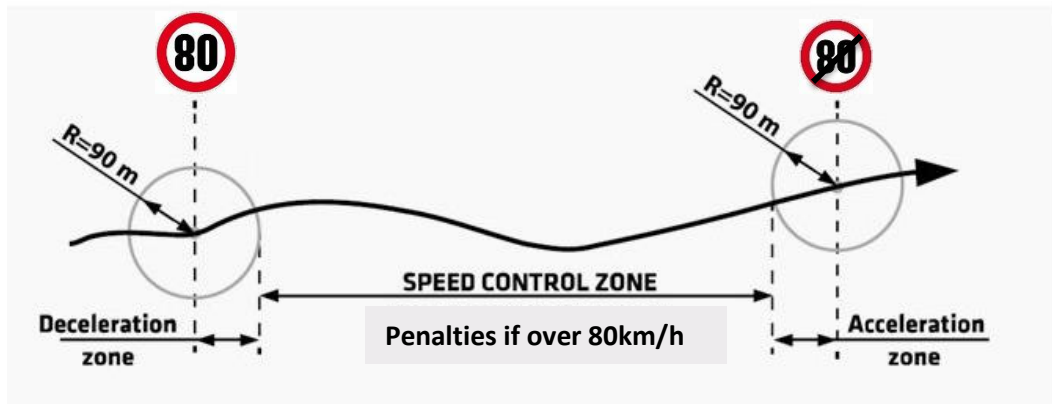
A distance of 90 meters after entering a speed control zone is considered to be a deceleration zone (the zone of tolerance).

12.14.4 **EXITING CONTROL ZONES:** The end of a GPS speed control zone will be indicated on the road book by a box with a sign, described in the table with symbols.

90 meters before the exit of the speed control zone will be considered a zone of tolerance to avoid arguments concerning the measuring of speed. Competitors can reaccelerate from this point.

The exit point of the speed control zone is a compulsory point of passage.

To validate exiting a speed control zone competing vehicles must pass within 30 meters radius of the waypoint.



12.14.5 **SPEED CONTROL ZONE PROTOCOLS.** In areas defined as speed control zones, the speed of competitors is limited to 30, 40, 50, 60, 70 or 80 km/h. If the local speed limit is lower it will apply.

It is the competitors' responsibility to adapt their speed to local population and traffic conditions.

Speed control zones will be indicated in the road book by the signs described in the table of symbols.

The presence or absence of signposts indicative of speed limits can on no account serve as an argument in case of dispute.

Overtaking is authorized on condition that the maximum speed authorized in the zone is not exceeded.

Ground based 'speed detectors' or evaluation of the GPS tracking log can manually determine speeding within speed control zones.

Based on the GPS vehicle position records, an average speed between each data point may be calculated.

A tolerance of 10% is added to the average speed or to the radar measured speed to determine the maximum allowed speed. The maximum allowed speed in a speed control zone is the basis for determination of the speeding. An infringement occurs by exceeding the maximum allowed speed.



The penalty for speeding is 1 minute per 1 km/h over the maximum allowed speed in the speed control zones. If the competitors disagree with the infractions noted, they must submit a written protest accompanied by the appropriate deposit, which must be lodged with the Rally Office within one hour of publishing provisional results.

In the instance of several infringements recorded within the same speed control zone, penalties will be calculated and applied as a single infringement.

Repeated speeding offenses will result in financial penalty and potential exclusion at the Stewards discretion.

### **13. Technical Appendix B – Vehicle Regulations**

~~Amend 4.4.8: The organisers may use some form of tyre marking to ensure this regulation is followed.~~ Organisers will use and supply tyre marking decals at scrutineering. Spot checks will be carried out throughout the rally by officials. Penalties will apply as per C. Of. C discretion.

### **14. Technical Appendix B – Vehicle Regulations**

#### **1. Eligible Cars – Addition - Supplementary Class**

Cars which do not conform to class or group entered shall run in a supplement class after the last cars in the main event. This reclassification will only be done by the C. Of C. or Stewards on receiving report from the scrutineer and shall have their own classification.

This class has been introduced specifically for the competitors who have travelled from overseas and spent months preparing and may have technical complications at scrutineering.

Please note that this class is a new addition and applicable only for the 2019 event.





**15. Emergency contact telephone number**

During documentation a red self-adhesive sticker will be issued to prominently affix to competing car dashboards. The sticker promotes two Kenyan and one Tanzanian telephone number for **Competitor to Rally HQ** **EMERGENCY use only.**

**Raju Chaggar**  
**Clerk of Course**

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